

LOG BOOK.

..... OF

F. G. Carroll Feb 4/31

FIVE MASTED SCHOONER
MARY H. DIEBOLD
OF
BOSTON

Richard R. Reid
Diebold

| | | |
|-------|----|-------------------|
| 89 | 48 | August 14 in 1930 |
| 60 | 41 | Chr. down 9.47 |
| 29 01 | | 56 1/2 |
| 14 | 28 | 5 1/2 |
| 23 29 | | 4850 |
| | | 76 |
| | | 52 |
| | | 24 |

Feb 6 1/31 went to Nantucket
12pm took snow & went to cold
mount Desert Rock light S.S.E 1 mile $99\frac{1}{2}$
wind ^{hur} N.W. weather overcast
3.5 fm log $8\frac{1}{2} - 9 = \text{WSW}$
8pm wind NW Fair breeze log $56\frac{1}{2} =$
min log - 00 - $43\frac{1}{2}$

7th 10 am Nantucket light by wh 10 miles
log 74 = 74 good sight N.E wind
overcast with light snow
5 pm log 94 Barometer ^{30.7} (falling)
11pm " 10 Sancy 18 with wind light
E.S.E overcast spotting snow

8th 3⁸⁰ am log 41 (and tyd 11)
8am " 90 = 49 10 am back on 4⁴⁰
noon " 34 = 44 m WSW
3.3 pm 66 = 32 WSW wind
moderating and hailing somewhat
Barometer 30.8 falling

F. G. Caswell Feb 4/37

FIVE MASTED SCHOONER
MARY H. DIEBOLD
OF
BOSTON

Richard R. Reid Dies At Gagetown

GAGETOWN—A well known Queens County lumberman, Richard R. Reid, 77, died at his home here early yesterday morning following a lengthy period of illness.

Mr. Reid's lumber mill was the leading industry in the area until the establishment of Camp Gagetown caused its shutdown.

A native of Gagetown who had lived here all his life, Mr. Reid was the son of the late Sheriff James F. and Mildred (Kirkpatrick) Reid.

As a young man he took up lumbering with his late brothers, William Reid of New York and Sheriff J. Frank Reid of Gagetown. He expanded his business through the years to many parts of the province and New York, where his brother established the firm of Leary and Reid.

A notable feat carried out by the Reid brothers in the early 1900s was the construction of a huge cigar-shaped raft of lumber which plied between Gagetown and New York, the only one of its kind to reach port safely. The last schooner to be seen here carried Reid's lumber from the St. John River to the United States.

Mr. Reid is survived by his wife, the former F. Sylvia Altingham of Gagetown; one son, Harry G. Reid, Gagetown; two daughters, Mrs. James Dolphin, Hudson Heights, Que., and Mrs. D. Ivan Sinclair, Charlottetown, P.E.I.; eight grandchildren and several nieces and nephews.

The funeral will be held from the residence here Sunday at 2 p.m. to St. John's Church for service. Interment will be in the adjoining cemetery.

TOPS BLOOD DONORS

OTTAWA (CP) — Dr. G. W. Miller of Toronto, national director of blood transfusion services for the Red Cross, told an Ottawa Red Cross meeting Wednesday night that women contribute 60 per cent of the blood donated by Canadians. Canada had the world's highest proportion of donors—20 in every 10,000 population. The comparative U.S. figure was 12 and in the United Kingdom eight.

in charge
hippegan.
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Moses Miller, 87, Dies In Chipman

CHIPMAN — A wide circle of friends and relatives will regret to hear of the death of Moses Miller of The Range who passed away at the home of his daughter, Mrs. Fred Brogan of Chipman, after a lingering illness. He was 87 years of age.

Mr. Miller was born at Waterville, Quens County, a son of the late Conrad and Bridgett (McNamara) Miller. His wife the former Rachael Elenor McNamara, predeceased him nine years ago.

An experienced seaman, Mr. Miller received his captain's license at the age of 21. He built his own boat "Parry Miller" a two-masted schooner on his own shore. After sailing to Chipman he took on a cargo of lath from the mill of the late G. H. King of Chipman and sailed for New York. Mr. Miller was dismasted at sea twice. The second time he had to be towed into New York. Here he sold his boat and returned from the sea in 1914. After his retirement he was employed as foreman on road construction work, having built many roads in New Brunswick and Maine.

Active in affairs of the country, he served as Queens County councillor for over 30 years and was a strong supporter of the Liberal party.

He is survived by one daughter, Mrs. Fred Brogan, Chipman; two sons, James, Chipman, and Otis, New York; one brother, Levi, The Range; 19 grandchildren; 37 great-grandchildren and several nieces and nephews.

The body is resting at the home of his daughter, Mrs. Fred Brogan, Chipman, where prayers will be held Sunday at 2 p.m. followed by service in the Lower Cumberland Bay Baptist Church at 2.30 p.m. Rev. Gideon Corey will officiate assisted by Rev. J. Maitland Jones. Interment will be in the adjoining cemetery.

FATALLY INJURED
NATIONAL GUARD

Sch "HELEN BARNET GRING"
Built at Laramie, Maine
1919

Journal from Portland main towards Jacksonville Fla.

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from Portland main towards Jacksonville F. & G.

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 15 | day of Aug | 1928 |
|-----|----|------------------|---------------|-------|--------|----------------------|----|------------|------|
| 1 | 4 | | south sly c | " | " | This day began thick | | | |
| 2 | 3 | | sly c sly w | " | " | wind bryg and light | | | |
| 3 | 4 | | " " | " | " | bryg with smooth | | | |
| 4 | 4 | | " " | " | " | sea | | | |
| 5 | 5 | | sly c sly b | " | " | at 1pm tacked | | | |
| 6 | 6 | | " " | " | " | ship | | | |
| 7 | 6 | | " " | " | " | | | | |
| 8 | 6 | | " " | " | " | | | | |
| 9 | 4 | | south wsw | " | " | | | | |
| 10 | 4 | | " " | " | " | | | | |
| 11 | 4 | | " " | " | " | | | | |
| 12 | 4 | | " " | " | " | | | | |
| 13 | 5 | | " " | " | " | | | | |
| 14 | 5 | | south wsw wsw | " | " | | | | |
| 15 | 6 | | " " | " | " | | | | |
| 16 | 6 | | " " | " | " | | | | |
| 17 | 6 | | " " | " | " | | | | |
| 18 | 6 | | " " | " | " | | | | |
| 19 | 5 | | south | " | " | | | | |
| 20 | 4 | | " " | " | " | | | | |
| 21 | 4 | | " " | " | " | | | | |
| 22 | 4 | | " " | " | " | | | | |
| 23 | 4 | | " " | " | " | | | | |
| 24 | 4 | | " " | " | " | | | | |
| 25 | 4 | | " " | " | " | | | | |
| 26 | 4 | | " " | " | " | | | | |
| 27 | 4 | | " " | " | " | | | | |
| 28 | 4 | | " " | " | " | | | | |
| 29 | 4 | | " " | " | " | | | | |
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| 32 | 4 | | " " | " | " | | | | |
| 33 | 4 | | " " | " | " | | | | |
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| 35 | 4 | | " " | " | " | | | | |
| 36 | 4 | | " " | " | " | | | | |
| 37 | 4 | | " " | " | " | | | | |
| 38 | 4 | | " " | " | " | | | | |
| 39 | 4 | | " " | " | " | | | | |
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| 41 | 4 | | " " | " | " | | | | |
| 42 | 4 | | " " | " | " | | | | |
| 43 | 4 | | " " | " | " | | | | |
| 44 | 4 | | " " | " | " | | | | |
| 45 | 4 | | " " | " | " | | | | |
| 46 | 4 | | " " | " | " | | | | |
| 47 | 4 | | " " | " | " | | | | |
| 48 | 4 | | " " | " | " | | | | |
| 49 | 4 | | " " | " | " | | | | |
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| 52 | 4 | | " " | " | " | | | | |
| 53 | 4 | | " " | " | " | | | | |
| 54 | 4 | | " " | " | " | | | | |
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| 65 | 4 | | " " | " | " | | | | |
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| 68 | 4 | | " " | " | " | | | | |
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| 74 | 4 | | " " | " | " | | | | |
| 75 | 4 | | " " | " | " | | | | |
| 76 | 4 | | " " | " | " | | | | |
| 77 | 4 | | " " | " | " | | | | |
| 78 | 4 | | " " | " | " | | | | |
| 79 | 4 | | " " | " | " | | | | |
| 80 | 4 | | " " | " | " | | | | |
| 81 | 4 | | " " | " | " | | | | |
| 82 | 4 | | " " | " | " | | | | |
| 83 | 4 | | " " | " | " | | | | |
| 84 | 4 | | " " | " | " | | | | |
| 85 | 4 | | " " | " | " | | | | |
| 86 | 4 | | " " | " | " | | | | |
| 87 | 4 | | " " | " | " | | | | |
| 88 | 4 | | " " | " | " | | | | |
| 89 | 4 | | " " | " | " | | | | |
| 90 | 4 | | " " | " | " | | | | |
| 91 | 4 | | " " | " | " | | | | |
| 92 | 4 | | " " | " | " | | | | |
| 93 | 4 | | " " | " | " | | | | |
| 94 | 4 | | " " | " | " | | | | |
| 95 | 4 | | " " | " | " | | | | |
| 96 | 4 | | " " | " | " | | | | |
| 97 | 4 | | " " | " | " | | | | |
| 98 | 4 | | " " | " | " | | | | |
| 99 | 4 | | " " | " | " | | | | |
| 100 | 4 | | " " | " | " | | | | |
| 101 | 4 | | " " | " | " | | | | |
| 102 | 4 | | " " | " | " | | | | |
| 103 | 4 | | " " | " | " | | | | |
| 104 | 4 | | " " | " | " | | | | |
| 105 | 4 | | " " | " | " | | | | |
| 106 | 4 | | " " | " | " | | | | |
| 107 | 4 | | " " | " | " | | | | |
| 108 | 4 | | " " | " | " | | | | |
| 109 | 4 | | " " | " | " | | | | |
| 110 | 4 | | " " | " | " | | | | |
| 111 | 4 | | " " | " | " | | | | |
| 112 | 4 | | " " | " | " | | | | |
| 113 | 4 | | " " | " | " | | | | |
| 114 | 4 | | " " | " | " | | | | |
| 115 | 4 | | " " | " | " | | | | |
| 116 | 4 | | " " | " | " | | | | |
| 117 | 4 | | " " | " | " | | | | |
| 118 | 4 | | " " | " | " | | | | |
| 119 | 4 | | " " | " | " | | | | |
| 120 | 4 | | " " | " | " | | | | |
| 121 | 4 | | " " | " | " | | | | |
| 122 | 4 | | " " | " | " | | | | |
| 123 | 4 | | " " | " | " | | | | |
| 124 | 4 | | " " | " | " | | | | |
| 125 | 4 | | " " | " | " | | | | |
| 126 | 4 | | " " | " | " | | | | |
| 127 | 4 | | " " | " | " | | | | |
| 128 | 4 | | " " | " | " | | | | |
| 129 | 4 | | " " | " | " | | | | |
| 130 | 4 | | " " | " | " | | | | |
| 131 | 4 | | " " | " | " | | | | |
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| 133 | 4 | | " " | " | " | | | | |
| 134 | 4 | | " " | " | " | | | | |
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| 136 | 4 | | " " | " | " | | | | |
| 137 | 4 | | " " | " | " | | | | |
| 138 | 4 | | " " | " | " | | | | |
| 139 | 4 | | " " | " | " | | | | |
| 140 | 4 | | " | | | | | | |

Journal from Portland Maine towards Jacksonville Fla

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 19 | day of Aug | 19 |
|-----|----|-----------------|-----------|-------|--------|---|----|------------|----|
| 1 | 7 | | WSW winds | 0 | 0 | PM | | | |
| 2 | 7 | | " | " | " | This day began thick overcast with light rain & smoky sea | | | |
| 3 | 8 | | " | " | " | at 2 pm bad storm sail bar forced to sail | | | |
| 4 | 8 | | " | " | " | | | | |
| 5 | 8 | | " | " | " | | | | |
| 6 | 3 | | SW | " | " | | | | |
| 7 | 7 | | " | " | " | | | | |
| 8 | 6 | | " | " | " | | | | |
| 9 | 6 | | " | " | " | | | | |
| 10 | 6 | | " | " | " | | | | |
| 11 | 6 | | " | " | " | | | | |
| 12 | 6 | | " | " | " | | | | |
| 13 | 6 | | " | " | " | | | | |
| 14 | 6 | | " | " | " | | | | |
| 15 | 6 | | " | " | " | | | | |
| 16 | 6 | | " | " | " | | | | |
| 17 | 6 | | " | " | " | | | | |
| 18 | 6 | | " | " | " | | | | |
| 19 | 6 | | " | " | " | | | | |
| 20 | 6 | | " | " | " | | | | |
| 21 | 6 | | " | " | " | | | | |
| 22 | 6 | | " | " | " | | | | |
| 23 | 6 | | " | " | " | | | | |
| 24 | 6 | | " | " | " | | | | |
| 25 | 6 | | " | " | " | | | | |
| 26 | 6 | | " | " | " | | | | |
| 27 | 6 | | " | " | " | | | | |
| 28 | 6 | | " | " | " | | | | |
| 29 | 6 | | " | " | " | | | | |
| 30 | 6 | | " | " | " | | | | |
| 31 | 6 | | " | " | " | | | | |
| 32 | 6 | | " | " | " | | | | |
| 33 | 6 | | " | " | " | | | | |
| 34 | 6 | | " | " | " | | | | |
| 35 | 6 | | " | " | " | | | | |
| 36 | 6 | | " | " | " | | | | |
| 37 | 6 | | " | " | " | | | | |
| 38 | 6 | | " | " | " | | | | |
| 39 | 6 | | " | " | " | | | | |
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| 48 | 6 | | " | " | " | | | | |
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| 50 | 6 | | " | " | " | | | | |
| 51 | 6 | | " | " | " | | | | |
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| 53 | 6 | | " | " | " | | | | |
| 54 | 6 | | " | " | " | | | | |
| 55 | 6 | | " | " | " | | | | |
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| 59 | 6 | | " | " | " | | | | |
| 60 | 6 | | " | " | " | | | | |
| 61 | 6 | | " | " | " | | | | |
| 62 | 6 | | " | " | " | | | | |
| 63 | 6 | | " | " | " | | | | |
| 64 | 6 | | " | " | " | | | | |
| 65 | 6 | | " | " | " | | | | |
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| 93 | 6 | | " | " | " | | | | |
| 94 | 6 | | " | " | " | | | | |
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| 97 | 6 | | " | " | " | | | | |
| 98 | 6 | | " | " | " | | | | |
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| 100 | 6 | | " | " | " | | | | |
| 101 | 6 | | " | " | " | | | | |
| 102 | 6 | | " | " | " | | | | |
| 103 | 6 | | " | " | " | | | | |
| 104 | 6 | | " | " | " | | | | |
| 105 | 6 | | " | " | " | | | | |
| 106 | 6 | | " | " | " | | | | |
| 107 | 6 | | " | " | " | | | | |
| 108 | 6 | | " | " | " | | | | |
| 109 | 6 | | " | " | " | | | | |
| 110 | 6 | | " | " | " | | | | |
| 111 | 6 | | " | " | " | | | | |
| 112 | 6 | | " | " | " | | | | |
| 113 | 6 | | " | " | " | | | | |
| 114 | 6 | | " | " | " | | | | |
| 115 | 6 | | " | " | " | | | | |
| 116 | 6 | | " | " | " | | | | |
| 117 | 6 | | " | " | " | | | | |
| 118 | 6 | | " | " | " | | | | |
| 119 | 6 | | " | " | " | | | | |
| 120 | 6 | | " | " | " | | | | |
| 121 | 6 | | " | " | " | | | | |
| 122 | 6 | | " | " | " | | | | |
| 123 | 6 | | " | " | " | | | | |
| 124 | 6 | | " | " | " | | | | |
| 125 | 6 | | " | " | " | | | | |
| 126 | 6 | | " | " | " | | | | |
| 127 | 6 | | " | " | " | | | | |
| 128 | 6 | | " | " | " | | | | |
| 129 | 6 | | " | " | " | | | | |
| 130 | 6 | | " | " | " | | | | |
| 131 | 6 | | " | " | " | | | | |
| 132 | 6 | | " | " | " | | | | |
| 133 | 6 | | " | " | " | | | | |
| 134 | 6 | | " | " | " | | | | |
| 135 | 6 | | " | " | " | | | | |
| 136 | 6 | | " | " | " | | | | |
| 137 | 6 | | " | " | " | | | | |
| 138 | 6 | | " | " | " | | | | |
| 139 | 6 | | " | " | " | </td | | | |

Journal from Portland main towards Jacksonville Fla

| | H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 23 | day of Aug | 1929 |
|----|----|----|------------------|---------|-------|---------|----------------------|----|------------|------|
| 12 | 1 | 4 | | WSEW | south | 1/20 pm | | | | |
| | 2 | 4 | | " | " | " | This day began fine | | | |
| | 3 | 5 | | " | " | " | with moderate breeze | | | |
| | 4 | 5 | | " | " | " | & smooth sea | | | |
| | 5 | 5 | | " | " | " | at 12 noon tacked | | | |
| 13 | 6 | 5 | | " | " | " | ship | | | |
| | 7 | 2 | | " | " | " | at 8 pm tacked | | | |
| 57 | 8 | 2 | | " | " | " | ship | | | |
| | 9 | 3 | | SSEW | west | 1/20 | ship | | | |
| 10 | 0 | 3 | | " | " | " | | | | |
| 11 | 4 | 4 | | " | " | " | Crew employed at | | | |
| 12 | 4 | 4 | | " | " | " | kettle work | | | |
| 13 | 6 | 6 | | " | " | " | | | | |
| | 7 | 6 | | " | " | " | | | | |
| 93 | 8 | 5 | | " | " | " | | | | |
| | 9 | 5 | | " | " | " | | | | |
| 10 | 4 | 5 | | " | " | " | | | | |
| 11 | 4 | 5 | | " | " | " | | | | |
| 12 | 4 | 5 | | " | " | " | | | | |
| | 1 | 6 | | " | " | " | | | | |
| | 2 | 6 | | " | " | " | | | | |
| | 3 | 5 | | " | " | " | | | | |
| | 4 | 5 | | " | " | " | | | | |
| | 5 | 5 | | " | " | " | | | | |
| | 6 | 6 | | " | " | " | | | | |
| | 7 | 6 | | " | " | " | | | | |
| 15 | 8 | 5 | | south | west | 1/20 | | | | |
| | 9 | 4 | | " | " | " | | | | |
| 10 | 4 | 4 | | " | " | " | Pumps light lookout | | | |
| 11 | 4 | 4 | | " | " | " | & lights Careful | | | |
| 12 | 4 | 4 | | " | " | " | attended to | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from Portland main towards Jacksonville Fla

| | H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 25 | day of Aug | 1929 |
|----|----|----|------------------|---------|-------|--------|-------------------------|----|------------|------|
| 1 | 3 | 3 | | SE | ENE | 0 | PM | | | |
| 2 | 3 | | | " | " | " | This day began fine | | | |
| 3 | 3 | | | " | " | " | with light rain & small | | | |
| 4 | 3 | | | " | " | " | sea | | | |
| 5 | 6 | | | " | " | " | | | | |
| 25 | 6 | 7 | | SW | SW | 0 | | | | |
| 7 | 7 | | | SW | SW | 0 | | | | |
| 8 | 8 | | | " | " | " | | | | |
| 9 | 1 | | | " | " | " | | | | |
| 10 | 6 | | | " | " | " | | | | |
| 11 | 6 | | | " | " | " | | | | |
| 12 | 6 | | | " | " | " | | | | |
| 1 | 4 | | | SE | ENE | 0 | | | | |
| 2 | 4 | | | " | " | " | | | | |
| 3 | 5 | | | " | " | " | | | | |
| 4 | 5 | | | " | " | " | | | | |
| 5 | 3 | | | SW | SW | 0 | | | | |
| 6 | 3 | | | " | " | " | | | | |
| 7 | 4 | | | " | " | " | | | | |
| 8 | 4 | | | " | " | " | | | | |
| 9 | 4 | | | " | " | " | | | | |
| 10 | 4 | | | " | " | " | | | | |
| 11 | 5 | | | " | " | " | | | | |
| 12 | 5 | | | " | " | " | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| | H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 24 | day of Aug | 1929 |
|----|----|----|------------------|---------|-------|--------|---------------------|----|------------|------|
| 1 | 2 | 2 | | SSEW | sw | 0 | PM | | | |
| 2 | 2 | | | " | " | " | This day began fine | | | |
| 3 | 2 | | | " | " | " | with light air & | | | |
| 4 | 2 | | | " | " | " | smooth sea | | | |
| 5 | 2 | | | " | " | " | | | | |
| 6 | 1 | 1 | | SSE | SW | 0 | | | | |
| 7 | 1 | | | " | " | " | | | | |
| 8 | 1 | | | " | " | " | | | | |
| 9 | 1 | | | " | " | " | | | | |
| 10 | 2 | | | " | " | " | | | | |
| 11 | 2 | | | " | " | " | | | | |
| 12 | 2 | | | " | " | " | | | | |
| 13 | 2 | 2 | | SSE | SW | 0 | | | | |
| 14 | 4 | | | " | " | " | | | | |
| 15 | 4 | | | " | " | " | | | | |
| 16 | 4 | | | " | " | " | | | | |
| 17 | 4 | | | " | " | " | | | | |
| 18 | 4 | | | " | " | " | | | | |
| 19 | 4 | | | " | " | " | | | | |
| 20 | 4 | | | " | " | " | | | | |
| 21 | 4 | | | " | " | " | | | | |
| 22 | 4 | | | " | " | " | | | | |
| 23 | 4 | | | " | " | " | | | | |
| 24 | 4 | | | " | " | " | | | | |
| 25 | 4 | | | " | " | " | | | | |
| 26 | 4 | | | " | " | " | | | | |
| 27 | 4 | | | " | " | " | | | | |
| 28 | 4 | | | " | " | " | | | | |
| 29 | 4 | | | " | " | " | | | | |
| 30 | 4 | | | " | " | " | | | | |
| 31 | 4 | | | " | " | " | | | | |
| 32 | 4 | | | " | " | " | | | | |
| 33 | 4 | | | " | " | " | | | | |
| 34 | 4 | | | " | " | " | | | | |
| 35 | 4 | | | " | " | " | | | | |
| 36 | 4 | | | " | " | " | | | | |
| 37 | 4 | | | " | " | " | | | | |
| 38 | 4 | | | " | " | " | | | | |
| 39 | 4 | | | " | " | " | | | | |
| 40 | 4 | | | " | " | " | | | | |
| 41 | 4 | | | " | " | " | | | | |
| 42 | 4 | | | " | " | " | | | | |
| 43 | 4 | | | " | " | " | | | | |
| 44 | 4 | | | " | " | " | | | | |
| 45 | 4 | | | " | " | " | | | | |
| 46 | 4 | | | " | " | " | | | | |
| 47 | 4 | | | " | " | " | | | | |
| 48 | 4 | | | " | " | " | | | | |
| 49 | 4 | | | " | " | " | | | | |
| 50 | 4 | | | " | " | " | | | | |
| 51 | 4 | | | " | " | " | | | | |
| 52 | 4 | | | " | " | " | | | | |
| 53 | 4 | | | " | " | " | | | | |
| | | | | | | | | | | |

40 Journal from Portland main towards Jacksonville

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, 27 | day of Aug 19 |
|----|----|-----------------|----------------|-------|--------|-------------------------|---------------|
| 1 | 5 | | S by SSW to SW | 0 | | Pm | |
| 2 | 5 | | S by SSW to SW | " | " | of his day began | |
| 3 | 5 | | " | " | " | fine with slight breeze | |
| 4 | 6 | | " | " | " | & smaller sea | |
| 5 | 6 | | " | " | " | | |
| 6 | 6 | | SSW by SW | " | | | |
| 7 | " | | " | " | " | | |
| 8 | 6 | | " | " | " | | |
| 9 | 5 | | " | " | " | | |
| 10 | 5 | | " | " | " | | |
| 11 | 5 | | " | " | " | Crew employed at | |
| 12 | 4 | | " | " | " | hasselwork | |
| 1 | 5 | | " | " | " | | |
| 2 | 5 | | SW by E | " | " | | |
| 3 | 5 | | " | " | " | | |
| 4 | 4 | | " | " | " | | |
| 5 | 4 | | " | " | " | | |
| 6 | 5 | | " | " | " | | |
| 7 | 5 | | " | " | " | | |
| 8 | 5 | | " | " | " | | |
| 9 | 8 | | S by SSW to SW | " | " | | |
| 10 | 5 | | S by SSW to SW | " | " | | |
| 11 | 5 | | " | " | " | | |
| 12 | 5 | | " | " | " | | |

Journal from towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--------------|-------|--------|--|--------|----|
| 1 | | | Jacksonville | F | La | Aug 30/29 | | |
| 2 | | | | | | This day was fine throughout with light southerly winds at 7 AM staledars began loading cargo crew employed sail making all other necessarys attended to | | |
| 3 | | | Jacksonville | S | N | Aug 31 st /29 | | |
| 4 | | | | | | This day was rain squally throughout with light breeze S to staledars employed loading cargo all day crew employed at vessel work all other necessarys attended to | | |
| 5 | | | Jacksonville | S | E | Sept 1 st /29 | | |
| 6 | | | | | | This day was rainy in till 3 pm cleared off fine with light breeze in & crew at labour & loaded no cargo to day all other necessarys attended to | | |
| 7 | | | Jacksonville | S | N | Sept 2 nd /29 | | |
| 8 | | | | | | This day was rainy throughout with light breeze in & crew at labour all necessarys attended to & loaded no cargo to day | | |

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---|------------|--------|----------|--------|----|
| 1 | | | Jacksonville | Septd 6/29 | | | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | several light rain small with light | | | | | |
| 4 | | | variable winds stevedors employed | | | | | |
| 5 | | | loading cargo all day crew employed | | | | | |
| 6 | | | setting up rigging & bending fish | | | | | |
| 7 | | | + two sailors fired & fresh water | | | | | |
| 8 | | | over turn two all after necessarys | | | | | |
| 9 | | | attended to | | | | | |
| 10 | | | Jacksonville Septd 7/29 | | | | | |
| 11 | | | This day was fine first ad 2 pm | | | | | |
| 12 | | | fed in rain finally with light breeze | | | | | |
| 1 | | | stevedors employed loading cargo | | | | | |
| 2 | | | part of day crew | | | | | |
| 3 | | | employed at vessel work all other | | | | | |
| 4 | | | necessarys attended to | | | | | |
| 5 | | | Jacksonville Septd 8/29 | | | | | |
| 6 | | | This day was fine throughout with | | | | | |
| 7 | | | light variable winds stevedors employed | | | | | |
| 8 | | | loading cargo all day crew employed ad | | | | | |
| 9 | | | vessel work all other necessarys attended | | | | | |
| 10 | | | to | | | | | |
| 11 | | | Jacksonville Septd 9/29 | | | | | |
| 12 | | | This day was fine throughout with | | | | | |
| 1 | | | light breezes & stevedors | | | | | |
| 2 | | | employed to bring up gear to load | | | | | |
| 3 | | | cargo took time on board crew | | | | | |
| 4 | | | employed at vessel work & one | | | | | |
| 5 | | | sailor fresh food vessel all after | | | | | |
| 6 | | | necessarys attended to | | | | | |
| 7 | | | Jacksonville Septd 10/29 | | | | | |
| 8 | | | This day was fine throughout | | | | | |
| 9 | | | with light breeze on & stevedors | | | | | |
| 10 | | | employed loading cargo all day crew | | | | | |
| 11 | | | employed putting in party & taking | | | | | |
| 12 | | | coal on board all as coal began | | | | | |
| 1 | | | carrying party all other necessarys | | | | | |
| 2 | | | attended to | | | | | |
| 3 | | | Jacksonville Septd 11/29 | | | | | |
| 4 | | | This day began fine with | | | | | |
| 5 | | | light to moderate breeze on & | | | | | |
| 6 | | | stevedors employed loading cargo | | | | | |
| 7 | | | all day crew employed at vessel | | | | | |
| 8 | | | work all other necessarys attended to | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---|-------|--------|----------|--------|----|
| 1 | | | Jacksonville Septd 12/29 | | | | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | light breeze on & stevedors employed | | | | | |
| 4 | | | at loading cargo all day crew employed | | | | | |
| 5 | | | at vessel work all other necessarys | | | | | |
| 6 | | | attended to | | | | | |
| 7 | | | Jacksonville Septd 13/29 | | | | | |
| 8 | | | This day was fine until 4:30 pm set | | | | | |
| 9 | | | in rain finally with light breeze south | | | | | |
| 10 | | | stevedors working cargo all day crew employed | | | | | |
| 11 | | | at vessel work all other necessarys attended | | | | | |
| 12 | | | to | | | | | |
| 1 | | | Jacksonville Septd 14/29 | | | | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | light south east winds stevedors employed | | | | | |
| 4 | | | loading cargo all day crew employed ad | | | | | |
| 5 | | | vessel work all other necessarys attended | | | | | |
| 6 | | | to | | | | | |
| 7 | | | Jacksonville Septd 15/29 | | | | | |
| 8 | | | This day was fine throughout with | | | | | |
| 9 | | | light breeze S E sailor ad leisure all | | | | | |
| 10 | | | other necessarys attended to | | | | | |
| 11 | | | Jacksonville Septd 16/29 | | | | | |
| 12 | | | This day was fine throughout with | | | | | |
| 1 | | | moderate breeze S E at 7:30 am hauled | | | | | |
| 2 | | | westerly ahead ad 9:00 am stevedors started | | | | | |
| 3 | | | working & work all day ad 1 p m finished | | | | | |
| 4 | | | over deck & began deck load crew | | | | | |
| 5 | | | employed putting down hatches and | | | | | |
| 6 | | | other work & one sailor did not work | | | | | |
| 7 | | | to do what was left all other | | | | | |
| 8 | | | one necessarys attended to | | | | | |
| 9 | | | Jacksonville Septd 17/29 | | | | | |
| 10 | | | This day was fine throughout with | | | | | |
| 11 | | | light breeze south to S E stevedors | | | | | |
| 12 | | | working cargo all day crew employed | | | | | |
| 1 | | | at vessel work all other necessarys | | | | | |
| 2 | | | attended to | | | | | |
| 3 | | | Jacksonville Septd 18/29 | | | | | |
| 4 | | | This day was fine throughout with | | | | | |
| 5 | | | light breeze north stevedors finished | | | | | |
| 6 | | | discharging cargo ad 5 pm crew | | | | | |
| 7 | | | employed getting vessel ready for sea | | | | | |
| 8 | | | all other necessarys attended to | | | | | |
| 9 | | | Jacksonville Septd 19/29 | | | | | |
| 10 | | | This day was fine throughout with | | | | | |
| 11 | | | light breeze north stevedors finished | | | | | |
| 12 | | | discharging cargo ad 5 pm crew | | | | | |
| 1 | | | employed getting vessel ready for sea | | | | | |
| 2 | | | all other necessarys attended to | | | | | |
| 3 | | | Jacksonville Septd 20/29 | | | | | |
| 4 | | | This day was fine throughout with | | | | | |
| 5 | | | light breeze north stevedors finished | | | | | |
| 6 | | | discharging cargo ad 5 pm crew | | | | | |
| 7 | | | employed getting vessel ready for sea | | | | | |
| 8 | | | all other necessarys attended to | | | | | |
| 9 | | | Jacksonville Septd 21/29 | | | | | |
| 10 | | | This day was fine throughout with | | | | | |
| 11 | | | light breeze north stevedors finished | | | | | |
| 12 | | | discharging cargo ad 5 pm crew | | | | | |
| 1 | | | employed getting vessel ready for sea | | | | | |
| 2 | | | all other necessarys attended to | | | | | |
| 3 | | | Jacksonville Septd 22/29 | | | | | |
| 4 | | | This day was fine throughout with | | | | | |
| 5 | | | light breeze north stevedors finished | | | | | |
| 6 | | | discharging cargo ad 5 pm crew | | | | | |
| 7 | | | employed getting vessel ready for sea | | | | | |
| 8 | | | all other necessarys attended to | | | | | |
| 9 | | | Jacksonville Septd 23/29 | | | | | |
| 10 | | | This day was fine throughout with | | | | | |
| 11 | | | light breeze north stevedors finished | | | | | |
| 12 | | | discharging cargo ad 5 pm crew | | | | | |
| 1 | | | employed getting vessel ready for sea | | | | | |
| 2 | | | all other necessarys attended to | | | | | |
| 3 | | | Jacksonville Septd 24/29 | | | | | |
| 4 | | | This day was fine throughout with | | | | | |
| 5 | | | light breeze north stevedors finished | | | | | |
| 6 | | | discharging cargo ad 5 pm crew | | | | | |
| 7 | | | employed getting vessel ready for sea | | | | | |
| 8 | | | all other necessarys attended to | | | | | |
| 9 | | | Jacksonville Septd 25/29 | | | | | |
| 10 | | | This day was fine throughout with | | | | | |
| 11 | | | light breeze north stevedors finished | | | | | |
| 12 | | | discharging cargo ad 5 pm crew | | | | | |
| 1 | | | employed getting vessel ready for sea | | | | | |
| 2 | | | all other necessarys attended to | | | | | |

Journal from

towards

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | day of | |
|----|----|------------------|---------|-------|--------|--|--------|--|
| 1 | | | | | | Jacksonville Sept 19/29 | | |
| 2 | | | | | | This day was rainy and last part | | |
| 3 | | | | | | thicker Calm with fresh Breeze north to | | |
| 4 | | | | | | on C. S. ad 9:30 am 2 Jig boats came along | | |
| 5 | | | | | | side took shelter in street to anchor | | |
| 6 | | | | | | Crew employed ad getting shelter ready for | | |
| 7 | | | | | | sea all other necessities attended to | | |
| 8 | | | | | | Jacksonville Sept 20/29 | | |
| 9 | | | | | | This day was thicker Calm throughout | | |
| 10 | | | | | | with fresh breeze north Crew employed ad | | |
| 11 | | | | | | shelter work all other necessities attended to | | |
| 12 | | | | | | Jacksonville Sept 21/29 | | |
| 1 | | | | | | This day was thicker Calm throughout | | |
| 2 | | | | | | with fresh breeze on or C. Crew employed ad | | |
| 3 | | | | | | shelter work all other necessities attended to | | |
| 4 | | | | | | Jacksonville Sept 22/29 | | |
| 5 | | | | | | This day was thicker Calm throughout | | |
| 6 | | | | | | and with fresh to light breeze north Crew | | |
| 7 | | | | | | had to leave all other necessities | | |
| 8 | | | | | | attended to | | |

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|------------------|---------|-------|--------|--|--------|----|
| 1 | | | | | | Jacksonville Sept 23/29 | | |
| 2 | | | | | | This day was thickester Cld with light rain & light breeze employd on C & L & C crew employed washing Paint all other one off arys attended to | | |
| 3 | | | | | | Jacksonville Sept 24 ^d /29 | | |
| 4 | | | | | | This day was fine bryngd from 11 am to 2 pm Rain - Sually with Calm D. light breeze on C D L & C crew employed at Vessel work all necessarys attended to | | |
| 5 | | | | | | Jacksonville Sept 25/29 | | |
| 6 | | | | | | This day was fine & rain Sually with light breeze on C D L & C all other one off arys attended to | | |
| 7 | | | | | | Jacksonville Sept 26/29 | | |
| 8 | | | | | | This day was rainy than ght wld light & pecicably windy Crew employd at Vessel work all other necessarys attended to | | |

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---------------|-------|--------|--|--------|----|
| 1 | | | | | | Jacksonville Sept 27/29 | | |
| 2 | | | | | | This day was fine with moderate | | |
| 3 | | | | | | breeze East to SE at 11 AM you passed Cane | | |
| 4 | | | | | | along side took vessel to sea at 4 PM piled Cane | | |
| 5 | | | | | | on board ad way Port at 5:30 PM piled left stern | | |
| 6 | | | | | | ad 6:45 PM you left piled all sail & proceeded | | |
| 7 | | | | | | To sea so bear back | | |
| 8 | 1 | | on E 87° S | 140° | | Harbour sq to begin sea | | |
| 9 | 1 | | " " | " | | sq on same date | | |
| 10 | 2 | | on E 45° ad | " | | | | |
| 11 | 2 | | " " | " | | | | |
| 12 | 2 | | " " | " | | | | |
| 13 | 2 | | . | " | | | | |
| 14 | 2 | | on E 87° N | " | | Screw employed ad | | |
| 15 | 2 | | " " | " | | steep wave | | |
| 16 | 2 | | " " | " | | | | |
| 17 | 3 | | " " | " | | | | |
| 18 | 3 | | North E 87° N | " | | | | |
| 19 | 3 | | " " | " | | | | |
| 20 | 3 | | North E 87° E | " | | | | |
| 21 | 4 | | " " | " | | Day ends fine with | | |
| 22 | 4 | | " " | " | | moderate breeze & | | |
| 23 | 4 | | " " | " | | smooth sea | | |
| 24 | 4 | | " " | " | | | | |
| 25 | 4 | | | | | Pumpings lighted looked & | | |
| 26 | 4 | | | | | light & careful attended | | |
| 27 | 4 | | | | | | | |

Journal from Jacksonville towards Portland main

| 47 | H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 29 | day of | Sept 1929 |
|-----|----|----|------------------|---------|-------|--------|----------------------|----|--------|-----------|
| 1 | 1 | | | W by E | 140° | Prm | | | | |
| 2 | 1 | | | " | " | " | This day began fine | | | |
| 3 | 1 | | | " | " | " | with moderate breeze | | | |
| 4 | 1 | | | " | " | " | & moderate sea | | | |
| 5 | 3 | | | " | " | " | | | | |
| 6 | 3 | | | " | " | " | at 4 pm set jigger & | | | |
| 7 | 4 | | | " | " | " | bowsail & topsails | | | |
| 8 | 4 | | | " | " | " | Crew employed at | | | |
| 9 | 4 | | | " | " | " | sail making | | | |
| 10 | 4 | | | " | " | " | | | | |
| 11 | 3 | | | " | " | " | | | | |
| 12 | 2 | | | " | " | " | | | | |
| 13 | 2 | | | " | " | " | at 8 am set in rainy | | | |
| 14 | 2 | | | " | " | " | | | | |
| 15 | 1 | | | " | " | " | at 1045 AM blew | | | |
| 16 | 2 | | | " | " | " | old mainsail away | | | |
| 17 | 2 | | | " | " | " | | | | |
| 18 | 3 | | | " | " | " | | | | |
| 19 | 2 | | | " | " | " | | | | |
| 20 | 3 | | | " | " | " | | | | |
| 21 | 3 | | | " | " | " | | | | |
| 22 | 4 | | | " | " | " | | | | |
| 23 | 4 | | | " | " | " | | | | |
| 24 | 4 | | | " | " | " | | | | |
| 25 | 4 | | | " | " | " | | | | |
| 26 | 3 | | | " | " | " | | | | |
| 27 | 3 | | | " | " | " | | | | |
| 28 | 3 | | | " | " | " | | | | |
| 29 | 3 | | | " | " | " | | | | |
| 30 | 3 | | | " | " | " | | | | |
| 31 | 3 | | | " | " | " | | | | |
| 32 | 3 | | | " | " | " | | | | |
| 33 | 3 | | | " | " | " | | | | |
| 34 | 3 | | | " | " | " | | | | |
| 35 | 3 | | | " | " | " | | | | |
| 36 | 3 | | | " | " | " | | | | |
| 37 | 3 | | | " | " | " | | | | |
| 38 | 3 | | | " | " | " | | | | |
| 39 | 3 | | | " | " | " | | | | |
| 40 | 3 | | | " | " | " | | | | |
| 41 | 3 | | | " | " | " | | | | |
| 42 | 3 | | | " | " | " | | | | |
| 43 | 3 | | | " | " | " | | | | |
| 44 | 3 | | | " | " | " | | | | |
| 45 | 3 | | | " | " | " | | | | |
| 46 | 3 | | | " | " | " | | | | |
| 47 | 3 | | | " | " | " | | | | |
| 48 | 3 | | | " | " | " | | | | |
| 49 | 3 | | | " | " | " | | | | |
| 50 | 3 | | | " | " | " | | | | |
| 51 | 3 | | | " | " | " | | | | |
| 52 | 3 | | | " | " | " | | | | |
| 53 | 3 | | | " | " | " | | | | |
| 54 | 3 | | | " | " | " | | | | |
| 55 | 3 | | | " | " | " | | | | |
| 56 | 3 | | | " | " | " | | | | |
| 57 | 3 | | | " | " | " | | | | |
| 58 | 3 | | | " | " | " | | | | |
| 59 | 3 | | | " | " | " | | | | |
| 60 | 3 | | | " | " | " | | | | |
| 61 | 3 | | | " | " | " | | | | |
| 62 | 3 | | | " | " | " | | | | |
| 63 | 3 | | | " | " | " | | | | |
| 64 | 3 | | | " | " | " | | | | |
| 65 | 3 | | | " | " | " | | | | |
| 66 | 3 | | | " | " | " | | | | |
| 67 | 3 | | | " | " | " | | | | |
| 68 | 3 | | | " | " | " | | | | |
| 69 | 3 | | | " | " | " | | | | |
| 70 | 3 | | | " | " | " | | | | |
| 71 | 3 | | | " | " | " | | | | |
| 72 | 3 | | | " | " | " | | | | |
| 73 | 3 | | | " | " | " | | | | |
| 74 | 3 | | | " | " | " | | | | |
| 75 | 3 | | | " | " | " | | | | |
| 76 | 3 | | | " | " | " | | | | |
| 77 | 3 | | | " | " | " | | | | |
| 78 | 3 | | | " | " | " | | | | |
| 79 | 3 | | | " | " | " | | | | |
| 80 | 3 | | | " | " | " | | | | |
| 81 | 3 | | | " | " | " | | | | |
| 82 | 3 | | | " | " | " | | | | |
| 83 | 3 | | | " | " | " | | | | |
| 84 | 3 | | | " | " | " | | | | |
| 85 | 3 | | | " | " | " | | | | |
| 86 | 3 | | | " | " | " | | | | |
| 87 | 3 | | | " | " | " | | | | |
| 88 | 3 | | | " | " | " | | | | |
| 89 | 3 | | | " | " | " | | | | |
| 90 | 3 | | | " | " | " | | | | |
| 91 | 3 | | | " | " | " | | | | |
| 92 | 3 | | | " | " | " | | | | |
| 93 | 3 | | | " | " | " | | | | |
| 94 | 3 | | | " | " | " | | | | |
| 95 | 3 | | | " | " | " | | | | |
| 96 | 3 | | | " | " | " | | | | |
| 97 | 3 | | | " | " | " | | | | |
| 98 | 3 | | | " | " | " | | | | |
| 99 | 3 | | | " | " | " | | | | |
| 100 | 3 | | | " | " | " | | | | |
| 101 | 3 | | | " | " | " | | | | |
| 102 | 3 | | | " | " | " | | | | |
| 103 | 3 | | | " | " | " | | | | |
| 104 | 3 | | | " | " | " | | | | |
| 105 | 3 | | | " | " | " | | | | |
| 106 | 3 | | | " | " | " | | | | |
| 107 | 3 | | | " | " | " | | | | |
| 108 | 3 | | | " | " | " | | | | |
| 109 | 3 | | | " | " | " | | | | |
| 110 | 3 | | | " | " | " | | | | |
| 111 | 3 | | | " | " | " | | | | |
| 112 | 3 | | | " | " | " | | | | |
| 113 | 3 | | | " | " | " | | | | |
| 114 | 3 | | | " | " | " | | | | |
| 115 | 3 | | | " | " | " | | | | |
| 116 | 3 | | | " | " | " | | | | |
| 117 | 3 | | | " | " | " | | | | |
| 118 | 3 | | | " | " | " | | | | |
| 119 | 3 | | | " | " | " | | | | |
| 120 | 3 | | | " | " | " | | | | |
| 121 | 3 | | | " | " | " | | | | |
| 122 | 3 | | | " | " | " | | | | |
| 123 | 3 | | | " | " | " | | | | |
| 124 | 3 | | | " | " | " | | | | |
| 125 | 3 | | | " | " | " | | | | |
| 126 | 3 | | | " | " | " | | | | |
| 127 | 3 | | | " | " | " | | | | |
| 128 | 3 | | | " | " | " | | | | |
| 129 | 3 | | | " | " | " | | | | |

Journal from Jacksonville Fla towards Portland main

| S/T | H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 5 | day of Oct | 1928 |
|-----|----|----|------------------|---------------|-------------------------|--------|----------|---|------------|------|
| 1 | 6 | | | sw w lhd | Pm | | | | | |
| 2 | 6 | | | " " | This day began fine | | | | | |
| 3 | 7 | | | " " | wind fresh breeze & Rub | | | | | |
| 4 | 6 | | | " " | sea | | | | | |
| 5 | 5 | | | sw w lhd 1 pd | | | | | | |
| 6 | 5 | | | " " | | | | | | |
| 7 | 4 | | | " " | | | | | | |
| 8 | 3 | | | " Wed | | | | | | |
| 9 | 5 | | | " Wm | | | | | | |
| 10 | 6 | | | " " | | | | | | |
| 11 | 6 | | | " " | Crew employed Diesel | | | | | |
| 12 | 5 | | | " " | eng Sparker | | | | | |
| 1 | 6 | | | " " | | | | | | |
| 2 | 6 | | | " " | | | | | | |
| 3 | 5 | | | " " | | | | | | |
| 4 | 5 | | | " " | | | | | | |
| 5 | L | | | overcast | | | | | | |
| 6 | E | | | " " | | | | | | |
| 7 | 2 | | | " " | | | | | | |
| 8 | 2 | | | " " | | | | | | |
| 9 | 2 | | | lhd w mwd | | | | | | |
| 10 | 2 | | | " " | | | | | | |
| 11 | 2 | | | " " | | | | | | |
| 12 | 2 | | | " " | | | | | | |

Crew employed Diesel
eng Sparker

Day Ends thick Calm
with light breeze

Pumps light loaded
& light Careful
attended to

Journal from Jacksonville towards Portland

| S/T | H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 5 | day of Oct | 1928 |
|-----|----|----|------------------|----------|-------|--------|-------------------------|---|------------|------|
| 11 | 1 | 6 | | sw w lhd | 0 | | Pm | | | |
| 2 | 5 | | | " " | " | | This day began fine | | | |
| 3 | 5 | | | " " | " | | with moderate breeze | | | |
| 4 | 5 | | | " " | " | | & smooth sea | | | |
| 5 | 5 | | | " " | Wwse | | at 3 pm had | | | |
| 6 | 5 | | | " " | " | | Gazzer | | | |
| 7 | 4 | | | " " | " | | at 8 am was appressed | | | |
| 8 | 5 | | | " " | " | | of Montauk Point Light | | | |
| 9 | 4 | | | " " | " | | Crew employed ad Diesel | | | |
| 10 | 3 | | | slg bl | " | | work | | | |
| 11 | 4 | | | " " | " | | at 6 am was appressed | | | |
| 12 | 4 | | | " " | " | | of New York Sound Light | | | |
| 1 | 4 | | | lhd | " | | Wessel | | | |
| 2 | 4 | | | " " | " | | at 8 am was appressed | | | |
| 3 | 5 | | | " " | " | | of Farther Calm | | | |
| 44 | 4 | 5 | | " " | " | | Day Ends fine with | | | |
| 5 | 5 | | | " " | " | | moderate breeze | | | |
| 6 | 5 | | | " " | " | | Pumps light loaded and | | | |
| 7 | 5 | | | " " | " | | lights attended to | | | |
| 8 | 5 | | | " " | " | | | | | |
| 9 | 6 | | | " " | " | | | | | |
| 10 | 7 | | | " " | " | | | | | |
| 11 | 8 | | | " " | " | | | | | |
| 12 | 9 | | | " " | " | | | | | |

Pm
This day began fine
with moderate breeze
& smooth sea

at 3 pm had
Gazzer
at 8 am was appressed
of Montauk Point Light

Crew employed ad Diesel
work
at 6 am was appressed
of New York Sound Light
Wessel
at 8 am was appressed
of Farther Calm

Day Ends fine with
moderate breeze
Pumps light loaded and
lights attended to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 6 | day of Oct | 1928 |
|----|----|------------------|----------|--------------------------|--------|----------|---|------------|------|
| 1 | 4 | | sw w lhd | Pm | | | | | |
| 2 | 4 | | " " | This day began thick | | | | | |
| 3 | 5 | | " " | over Calm with light | | | | | |
| 4 | 5 | | " " | breeze & smooth sea | | | | | |
| 5 | 7 | | " " | at 3 pm had Sparker | | | | | |
| 6 | 6 | | " " | & Sparker top and Gazzer | | | | | |
| 7 | 7 | | " " | topail and Gazzer | | | | | |
| 8 | 7 | | " " | 4 to 5pm Jarem | | | | | |
| 9 | 6 | | " " | | | | | | |
| 10 | 6 | | " " | | | | | | |
| 11 | 6 | | " " | | | | | | |
| 12 | 6 | | " " | | | | | | |
| 1 | 6 | | " " | | | | | | |
| 2 | 6 | | " " | | | | | | |
| 3 | 5 | | " " | | | | | | |
| 4 | 5 | | " " | | | | | | |
| 5 | 5 | | " " | | | | | | |
| 6 | 5 | | " " | | | | | | |
| 7 | 5 | | " " | | | | | | |
| 8 | 6 | | " " | | | | | | |
| 9 | 7 | | " " | | | | | | |
| 10 | 7 | | " " | | | | | | |
| 11 | 8 | | " " | | | | | | |
| 12 | 8 | | " " | | | | | | |

Crew employed sail
making

Day Ends fine with
moderate breeze

Pumps light loaded
& light Careful
attended to

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 6 | day of Oct | 1928 |
|----|----|------------------|----------|-------|--------|-----------------------|---|------------|------|
| 1 | | | | Wwse | | Pm | | | |
| 2 | | | | | | This day was fine | | | |
| 3 | | | | | | with moderate breeze | | | |
| 4 | | | | | | Wwse | | | |
| 5 | 5 | | on lg bl | Wwse | 0 | at 3 pm was appressed | | | |
| 6 | 6 | | " " | " | " | of Great South Shoal | | | |
| 7 | 7 | | " " | " | " | light Wessel | | | |
| 8 | 8 | | " " | " | " | | | | |
| 9 | 9 | | " " | " | " | | | | |
| 10 | 6 | | on lg bl | " | " | | | | |
| 11 | 5 | | " " | " | " | | | | |
| 12 | 5 | | " " | " | " | | | | |
| 1 | 7 | | " " | " | " | | | | |
| 2 | 7 | | " " | " | " | | | | |
| 3 | 8 | | " " | " | " | | | | |
| 4 | 8 | | " " | " | " | | | | |
| 5 | 8 | | " " | " | " | | | | |
| 6 | 8 | | " " | " | " | | | | |
| 7 | 9 | | " " | " | " | | | | |
| 8 | 9 | | " " | " | " | | | | |
| 9 | 7 | | " " | " | " | | | | |
| 10 | 6 | | " " | " | " | | | | |
| 11 | 5 | | " " | " | " | | | | |
| 12 | 4 | | " "</td | | | | | | |

Journal from Jacksonville towards Portland

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 7 | day of Oct | 19 |
|----|----|-----------------|---------|----------|--------|--------------------------|---|------------|----|
| 1 | | | | west | | Pm | | | |
| 2 | | | | westerly | | This day began with | | | |
| 3 | | | | SW | | light rain | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | at 2 pm Came to anchor | | | |
| 6 | | | | | | and side of Portland | | | |
| 7 | | | | | | head | | | |
| 8 | | | | | | ad 3 pm got under | | | |
| 9 | | | | | | way again | | | |
| 10 | | | | | | ad 6 pm Came | | | |
| 11 | | | | | | to anchor in portland | | | |
| 12 | | | | | | with 30 fathoms of chain | | | |
| 1 | | | | | | barled all sail | | | |
| 2 | | | | | | near land Sea fog | | | |
| 3 | | | | | | D began Harbour | | | |
| 4 | | | | | | fog in the day | | | |
| 5 | | | | | | of Oct 1929 | | | |

Portland Oct 8/29

This day was fine throughout with less
breeze crew employed getting
vessel ready for discharging cargo
all other necessities attended
to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---------|-------|--------|----------|--------|----|
|----|----|-----------------|---------|-------|--------|----------|--------|----|

Portland Oct 9/29

This day was fine throughout with
moderate breeze came at 12 15 noon to port
Came along side docked vessel ad central
Wharf at 3 pm was docked paid off crew
all other necessities attended to

Portland Oct 10/29

This day was fine throughout with
moderate breeze crew all other necessities
attended to & discharged no cargo

Portland Oct 11/29

This day was fine throughout with light
westerly winds at 10 am stevedors began to reg up
gear for discharging cargo about 11 20 began discharging
cargo and worked to end of d of all other necessities
attended to

Portland Oct 12/29

This day was fine throughout with
light breeze SW stevedors employed disch
arging cargo from 8 am to 12 noon all other
necessities attended to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---------|-------|--------|--|--------|----|
| 1 | | | | | | Portland Oct 13/29 | | |
| 2 | | | | | | This day was with light rain first with | | |
| 3 | | | | | | light breeze SW at 10 ab Cleared off fine with | | |
| 4 | | | | | | light to moderate breeze SW to SW all | | |
| 5 | | | | | | necessary attended to discharged no cargo to day | | |

Portland Oct 14/29

This day was fine throughout with light
breeze SW stevedors employed discharging cargo
all day all other necessities attended to

Portland Oct 15/29

This day was fine throughout with light breeze
SW stevedors employed discharging cargo all day
all other necessities attended to

Portland Oct 16/29

This day was fine throughout with light
breeze SW stevedors employed discharging cargo
all day all other necessities attended to

Portland Oct 17/29

This day was rainy first with moderate
breeze SW at 8 ab cleared off fine with
moderate breeze SW stevedors employed

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---------|-------|--------|----------|--------|----|
|----|----|-----------------|---------|-------|--------|----------|--------|----|

making cargo from 8 15 ab to 5 pm all other

necessities attended to

Portland Oct 18/29

This day was fine throughout with moderate breeze
SW stevedors employed discharging cargo all day
all other necessities attended to

Portland Oct 19/29

This day was fine throughout with light
westerly winds stevedors employed discharging
cargo from 8 am to 12 noon all
other necessities attended to

Portland Oct 20/29

This day was fine throughout with light
air westerly discharged no cargo to
day all other necessities attended to

Portland Oct 21/29

This day was fine throughout with
light westerly winds stevedors employed
discharging cargo all day at 8 ab shifted
ad port to help to put truck
yes or main on old head all other
necessities attended to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of |
|----|----|-----------------|---------|-------|--------|---|--------|
| 1 | | | | | | Portland Oct 22 nd /29 | 19 |
| 2 | | | | | | This day was fine throughout with moderate breeze N & S trades employed discharging cargo all day cabin employed working on main mast head all other necessities attended to | |
| 3 | | | | | | Portland Oct 23/29 | |
| 4 | | | | | | This day was rainy until 11 AM then settled in thick with fog with fresh & light breeze S & E trades employed working cargo from 1pm to 5pm all other necessities attended to | |
| 5 | | | | | | Portland Oct 24/29 | |
| 6 | | | | | | This day was fine throughout with light breeze West trades employed working cargo all day S & W trades employed finishing up putting fresh gear on main mast head all other necessities attended to | |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|----------|-----------|--------|--|--------|----|
| 1 | | | Portland | Oct 25/29 | | | | |
| 2 | | | | | | This day was fine throughout with | | |
| 3 | | | | | | light westerly winds. Started early employed working | | |
| 4 | | | | | | Cargo all day on the vessel until the | | |

6 Portland Oct 26/29
7 This day was fine throughout with
8 lighted
9 Westerly winds & sterlings working
10 Cargo from 8 am to 12 noon all
11 other necessary attended ten & Paid
12 one sailor off

1 Port and Oct 27/29
2 This day was fine throughout
3 with light breeze so discharged
4 no cargo & day all other necessary
5 attended to
6 attested to

7 Portland Oct 28/29
8 This day was fine throughout
9 and moderate
10 cool north stereolar working
11 Culls all day all other necessary attended
12

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|----------------|---|-------------|----------|--------|----|
| 1 | | | Portland | Oct 29/29 | | | | |
| 2 | | | light | This day was fine throughout with a light breeze northerly but cold hard on to stevedores discharging cargo all day all other necessarys attended to | | | | |
| 3 | | | | Portland | Oct 30/29 | | | |
| 4 | | | light air | This day was fine throughout with all other necessarys attended to | | | | |
| 5 | | | | Portland | Oct 31st/29 | | | |
| 6 | | | with light air | This day was thicker Cald throughout discharging cargo all day all other necessarys attended to | | | | |
| 7 | | | | Portland | Nov 1, 1929 | | | |
| 8 | | | | This day was rainy first at 8:30 then stopped raining was thicker Cald all day with light air northerly stevedores working cargo from 8:30 am to 5:30 pm all other necessarys attended to | | | | |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---------|-------|--------|---|--------|----|
| 1 | 2 | 3 | 4 | 5 | 6 | Portland Nat 2nd/25 This day was fine though wind with light breeze sea steady working cargo from 8 AM to 12 noon paid off Cook all other men below attended to | | |

7 Portland Nov 3rd / 29
8 This day was rainy in tell & from mid
9 overcast remainder of day with light & breezy
10 all necessary attended the
11

12 Puffland Kiel 4/10/29
1 This day was thicker air cold throughout
2 with light air basterly stevedores working cargo all
3 day all other accessories attended to
4

Portland Nov 5 1929
This day was fine throughout with
moderate grey north at 12 noon Stereostat
finished discharging glassel all other
accessories attended to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--|-------|--------|----------|--------|----|
| 1 | | | Portland Nov 6/29 | | | | | |
| 2 | | | This day was fine throughout with light southerly winds all other necessarys attended to | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | Portland Nov 7/29 | | | | | |
| 7 | | | This day was fine throughout with light breeze over & so all necessarys attended to | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | Portland Nov 8/29 | | | | | |
| 12 | | | This day was fine throughout with light easterly winds all necessarys attended to | | | | | |
| 1 | | | | | | | | |
| 2 | | | | | | | | |
| 3 | | | Portland Nov 9/29 | | | | | |
| 4 | | | This day was fine throughout with moderate breeze over & so all necessarys attended to | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |
| 1 | | | Portland Nov 10/29 | | | | | |
| 2 | | | This day was fine throughout with light breeze variable but so far from furtherly all other necessarys attended to | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 | | | | |
|----|----|-----------------|---|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| 1 | | | Portland Nov 11/29 | | | | | | | | | |
| 2 | | | This day was fine throughout with light breeze so to port all other necessarys attended to | | | | | | | | | |
| 3 | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | |
| 6 | | | Portland Nov 12/29 | | | | | | | | | |
| 7 | | | This day was fine throughout with light variable winds at 9 am full boat came along side took vessel in stream to anchor all other necessarys attended to | | | | | | | | | |
| 8 | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | |
| 1 | | | Portland Nov 13/29 | | | | | | | | | |
| 2 | | | This day was fine throughout with light breeze & all other necessarys attended to | | | | | | | | | |
| 3 | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | |
| 6 | | | Portland Nov 14/29 | | | | | | | | | |
| 7 | | | This day was rainy first and then clear. Calm to light air available all other necessarys attended to | | | | | | | | | |
| 8 | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | |
| 1 | | | Portland Nov 15/29 | | | | | | | | | |
| 2 | | | This day was rainy first and then fine with light to moderate breeze & all other necessarys attended to | | | | | | | | | |
| 3 | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | |
| 1 | | | Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
| 2 | | | | | | | | | | | | |

Journal from towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 | | | | |
|----|----|-----------------|---|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| 1 | | | Portland Nov 16/29 | | | | | | | | | |
| 2 | | | This day was fine throughout with moderate breeze so all other necessarys attended to | | | | | | | | | |
| 3 | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | |
| 6 | | | Portland Nov 17/29 | | | | | | | | | |
| 7 | | | This day was fine throughout with calm to light air available all other necessarys attended to | | | | | | | | | |
| 8 | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | |
| 11 | | | Portland Nov 18/29 | | | | | | | | | |
| 12 | | | This day was rainy throughout with fresh breeze last ad 6 pm moderated to light breeze & backed up to more all other necessarys attended to | | | | | | | | | |
| 1 | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | |
| 1 | | | Portland Nov 19/29 | | | | | | | | | |
| 2 | | | This day was fine throughout with light westerly winds all other necessarys attended to | | | | | | | | | |
| 3 | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | |
| 1 | | | Portland Nov 20/29 | | | | | | | | | |
| 2 | | | This day was fine throughout with light westerly winds all other necessarys attended to | | | | | | | | | |
| 3 | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | |
| 1 | | | Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
| 2 | | | | | | | | | | | | |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|------|-----------------|---------|-------|--------|----------|--------|----|
| 1 | </td | | | | | | | |

Journal from

towards

J.

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of |
|----|----|-----------------|---------|-------|--------|----------|--------|
|----|----|-----------------|---------|-------|--------|----------|--------|

Portland Oct 26/28
This day was fine throughout with light N.E. fresh breeze S.W. all necessary attended to

Portland Oct 27/28
This day was fine throughout with moderate breeze S.W. all necessary attended to

Portland Oct 28/28
This day was fine S.W. all day with light N.E. breeze throughout and light N.E. strong breeze S.W. all necessary attended to

Portland Nov 29/28
This day was fine throughout with fresh breeze S.W. all necessary attended to

Portland Nov 30/28
This day was fine throughout with light N.E. fresh breeze S.W. all necessary attended to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Portland Dec 1st/28
This day was fine throughout with light N.E. fresh breeze S.W. all necessary attended to

Portland Dec 2nd/28
This day was thick overcast cold wind Part. ladd part snowing with moderate breeze S.W. all necessary attended to

Portland Dec 3rd/28
This day was fine throughout with light N.E. fresh breeze S.W. all necessary attended to & mate employed cleaning snow off deck

Portland Dec 4/28
This day was fine throughout with moderate breeze S.W. all necessary attended to

Portland Dec 5/28
This day was fine throughout with West N.E. very windy all necessary attended to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of |
|----|----|-----------------|---------|-------|--------|----------|--------|
|----|----|-----------------|---------|-------|--------|----------|--------|

Portland Dec 6th/28
This day was cloudy throughout with light N.E. moderate breeze S.W. all necessary attended to

Portland Dec 7th/28
This day was cloudy throughout with moderate N.E. fresh breeze S.W. all necessary attended to

Portland Dec 8th/28
This day was from S.W. all day or less throughout the day with light N.E. moderate breeze S.W. all necessary attended to

Portland Dec 9th/28
This day was fine throughout with light N.E. fresh breeze S.W. to wind all necessary attended to

Portland Dec 10th/28
This day was cloudy but ladd part with light N.E. with Calm & light breeze S.W. all other necessary attended to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Portland Dec 11th/28
This day was fine throughout with fresh breeze S.W. all necessary attended to

Portland Dec 12th/28
This day was fine throughout with light air variable to Calm all necessary attended to

Portland Dec 13th/28
This day was very rainy throughout with light breeze S.W. at 5 pm crew of 6 sailors and cook came on board all other necessary attended to

Portland Dec 14th/28
This day was fine throughout with light Westerly winds at 12 noon engineer came on board after other necessary attended to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--|-----------|--------|----------|--------|----|
| 1 | | | Portland main | Dec 15/28 | | | | |
| 2 | | | This day was fine throughout | | | | | |
| 3 | | | wild light breeze southerly wind from SSW | | | | | |
| 4 | | | Port north with fresh breeze clear ad | | | | | |
| 5 | | | leisure all other necessary attended to | | | | | |
| 6 | | | Portland main Dec 16/28 | | | | | |
| 7 | | | This day was fine throughout | | | | | |
| 8 | | | with moderate to light breeze & first | | | | | |
| 9 | | | Port eastward part southerly with moderate | | | | | |
| 10 | | | breeze crew employed bending, Geiger | | | | | |
| 11 | | | & taking Coal on board all other | | | | | |
| 12 | | | necessary attended to | | | | | |
| 1 | | | Portland Dec 17/28 | | | | | |
| 2 | | | This day was fine throughout | | | | | |
| 3 | | | wild light moderate breeze & first | | | | | |
| 4 | | | crew employed taking stars on | | | | | |
| 5 | | | board and Sails all other necessary | | | | | |
| 6 | | | attended to | | | | | |
| 7 | | | Portland Dec 18/28 | | | | | |
| 8 | | | This day was cloudy with light | | | | | |
| 9 | | | rain mist throughout the day & with | | | | | |
| 10 | | | moderate breeze crew employed | | | | | |
| 11 | | | Cleaning off decks all other necessary | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|---|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| <i>Cleaning off decks all other necessary</i> | | | | | | | | | |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---|-------|--------|----------|--------|----|
| 1 | | | Portland Dec 19/28 | | | | | |
| 2 | | | This day was cloudy & light rain | | | | | |
| 3 | | | throughout the day with moderate breeze | | | | | |
| 4 | | | moderate breeze employed clearing ice of | | | | | |
| 5 | | | decks & bend forestay sail all other | | | | | |
| 6 | | | necessary attended to | | | | | |
| 7 | | | Portland Dec 20/28 | | | | | |
| 8 | | | This day was fine throughout with | | | | | |
| 9 | | | moderate breeze at 6 pm backed in | | | | | |
| 10 | | | west with strong breeze crew employed | | | | | |
| 11 | | | bending spanker and Cleaning ice of decks | | | | | |
| 12 | | | all other necessary attended to | | | | | |
| 1 | | | Portland Dec 21/28 | | | | | |
| 2 | | | This day fine throughout with | | | | | |
| 3 | | | fresh breeze SW at 7 pm wind hauled in | | | | | |
| 4 | | | crew employed trying sail all necessary | | | | | |
| 5 | | | attended to | | | | | |
| 6 | | | Portland Dec 22/28 | | | | | |
| 7 | | | This day began fine with light | | | | | |
| 8 | | | breeze overcast at 9 am got under | | | | | |
| 9 | | | way under whale sail and proceeded | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|---|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| <i>To sea at 1130 am was appressed with</i> | | | | | | | | | |
| <i>light winds about 2 miles</i> | | | | | | | | | |

Journal from Portland main towards Jacksonville Fla

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 22 | day of | Dec 19 28 |
|--------|----------|-----------------|------------|---------------|-------------|------------------------|---------------|----------|-------------|
| 1 | 9 | | S SW | SW | 0 | near Lucy Harbor | | | |
| 2 | 9 | | " " | " | 0 | Log to begin sea | | | |
| 3 | 9 | | " " | " | 0 | log in same date | | | |
| 4 | 8 | | " " | " | 0 | at 12 noon | | | |
| 5 | 8 | | " " | " | 0 | | | | |
| 6 | 7 | | south west | " | 0 | | | | |
| 7 | 6 | | " " | " | 0 | | | | |
| 8 | 6 | | " " | " | 0 | | | | |
| 9 | 7 | | SSE | west | 0 | Pump employed ad ships | | | |
| 10 | 7 | | " " | " | 0 | duty | | | |
| 11 | 7 | | " " | " | 0 | | | | |
| 12 | 7 | | " " | " | 0 | | | | |
| 1 | 7 | | " " | " | 0 | | | | |
| 2 | 7 | | " " | " | 0 | | | | |
| 3 | 7 | | south east | " | 0 | Day ends cloudy & from | | | |
| 4 | 8 | | " " | " | 0 | swallow with fresh | | | |
| 5 | 8 | | " " | " | 0 | breeze | | | |
| 6 | 8 | | " " | " | 0 | | | | |
| 7 | 8 | | " " | " | 0 | | | | |
| 8 | 8 | | " " | " | 0 | | | | |
| 9 | 9 | | " " by | " | 0 | | | | |
| 10 | 9 | | " " | " | 0 | | | | |
| 11 | 9 | | " " | " | 0 | | | | |
| 12 | 9 | | " " | " | 0 | | | | |
| | | | | | | | | | |
| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 23 | day of | Dec 19 28 |
|--------|----------|-----------------|-----------|---------------|-------------|--------------------------|---------------|----------|-------------|
| 1 | 10 | | SW | ESE | 0 | pm | | | |
| 2 | 10 | | " " | " | 0 | This day began cloudy | | | |
| 3 | 10 | | WSW | East | 0 | & from swallow with | | | |
| 4 | 10 | | " " | " | 0 | fresh breeze to 5 pm | | | |
| 5 | 9 | | " " | " | 0 | at 1230 noon started | | | |
| 6 | 10 | | " " | " | 0 | light sail | | | |
| 7 | 8 | | " " | " | 0 | at 1 pm started | | | |
| 8 | 8 | | " " | " | 0 | all sail except mizzen & | | | |
| 9 | 6 | | " " | " | 0 | forestay sail & jib | | | |
| 10 | 4 | | " " | " | 0 | | | | |
| 11 | 3 | | SW | SW | 0 | | | | |
| 12 | 4 | | " " | " | 0 | | | | |
| 1 | 3 | | SW | West | 0 | ad 2 pm set Geiger | | | |
| 2 | 4 | | " " | " | 0 | ad 11 am changed over | | | |
| 3 | 4 | | SW | West | 0 | & set spanker | | | |
| 4 | 4 | | " " | " | 0 | | | | |
| 5 | 4 | | " " | " | 0 | | | | |
| 6 | 4 | | " " | " | 0 | | | | |
| 7 | 4 | | " " | " | 0 | | | | |
| 8 | 3 | | " " | " | 0 | | | | |
| 9 | 4 | | " " | " | 0 | | | | |
| 10 | 4 | | " " | " | 0 | | | | |
| 11 | 2 | | " " | " | 0 | | | | |
| 12 | 3 | | SSW | " | 0 | | | | |
| | | | | | | | | | |
| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |

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Journal from Portland main towards Jacksonville

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 24 | day of Dec | 19 |
|----|----|-----------------|------------|-------|--------|------------------------|----|------------|----|
| 1 | 4 | | SW | W.W. | 2 ft | Pm | | | |
| 2 | 4 | " | " | " | " | This day began | | | |
| 3 | 4 | " | " | " | " | Cloudy with fresh | | | |
| 4 | 4 | " | " | " | " | breeze & rough sea | | | |
| 5 | 4 | | SW by WSW | " | " | | | | |
| 6 | 4 | " | " | " | " | | | | |
| 7 | 5 | " | " | " | " | at 1230 pm set | | | |
| 8 | 4 | " | " | " | " | main sail ad 6 cbn | | | |
| 9 | 3 | " | " | " | " | set fore sail ad 9 | | | |
| 10 | 3 | " | " | " | " | an ad flying jib | | | |
| 11 | 3 | " | " | " | " | and messenger top sail | | | |
| 12 | 3 | " | " | " | " | Crew employed ad | | | |
| 1 | 3 | " | " | " | " | vessel work | | | |
| 2 | 2 | " | " | " | " | | | | |
| 3 | 2 | " | " | " | " | | | | |
| 4 | 2 | " | " | " | " | | | | |
| 5 | 3 | | SW | W.W. | " | | | | |
| 6 | 3 | " | " | " | " | Day ends cloudy | | | |
| 7 | 3 | " | " | " | " | with light breeze | | | |
| 8 | 3 | " | " | " | " | and smooth sea | | | |
| 9 | 3 | | SW by West | " | " | | | | |
| 10 | 3 | " | " | " | " | Pumps light leaky | | | |
| 11 | 2 | " | " | " | " | & light Careful | | | |
| 12 | 2 | " | " | " | " | attended to | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 25 | day of Dec | 19 |
|----|----|-----------------|----------|-------|--------|-----------------------|----|------------|----|
| 1 | 3 | | SW | W.W. | 1 ft | Pm | | | |
| 2 | 3 | " | " | " | " | This day began cloudy | | | |
| 3 | 2 | " | " | " | " | with light breeze | | | |
| 4 | 2 | " | " | " | " | & smooth sea | | | |
| 5 | 2 | " | " | " | " | | | | |
| 6 | 2 | " | " | " | " | | | | |
| 7 | 4 | | WSW | W.W. | 1 ft | | | | |
| 8 | 4 | " | " | " | " | | | | |
| 9 | 4 | " | " | " | " | Crew employed ad | | | |
| 10 | 5 | " | " | " | " | working ship | | | |
| 11 | 5 | " | " | " | " | | | | |
| 12 | 5 | " | " | " | " | | | | |
| 1 | 7 | " | " | " | " | | | | |
| 2 | 7 | " | " | " | " | | | | |
| 3 | 7 | " | " | " | " | | | | |
| 4 | 7 | " | " | " | " | | | | |
| 5 | 8 | | SW by SW | W.W. | 1 ft | Day ends fine with | | | |
| 6 | 8 | " | " | " | " | light breeze | | | |
| 7 | 8 | " | " | " | " | | | | |
| 8 | 8 | " | " | " | " | | | | |
| 9 | 7 | " | " | " | " | | | | |
| 10 | 7 | " | " | " | " | | | | |
| 11 | 7 | " | " | " | " | | | | |
| 12 | 7 | " | " | " | " | | | | |
| | | | | | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

Journal from Portland main towards Jacksonville

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 26 | day of Dec | 19 |
|----|----|-----------------|-----------|-------|--------|---------------------|----|------------|----|
| 1 | 5 | | South | WSW | 1 ft | Pm | | | |
| 2 | 4 | " | " | " | " | This day began | | | |
| 3 | 4 | " | " | " | " | fine with moderate | | | |
| 4 | 4 | " | " | " | " | breeze & smooth sea | | | |
| 5 | 2 | | SE | SW | " | | | | |
| 6 | 2 | " | " | " | " | | | | |
| 7 | 4 | | W by SWSW | " | " | | | | |
| 8 | 5 | " | " | " | " | | | | |
| 9 | 4 | " | " | " | " | | | | |
| 10 | 4 | " | " | " | " | | | | |
| 11 | 5 | " | " | " | " | | | | |
| 12 | 4 | " | " | " | " | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 27 | day of Dec | 19 |
|----|----|-----------------|-----------|-------|--------|-------------------------|----|------------|----|
| 1 | 5 | | W.W. | SW | 2 ft | Pm | | | |
| 2 | 4 | " | " | " | " | This day began fine | | | |
| 3 | 4 | " | " | " | " | with light breeze & sea | | | |
| 4 | 4 | | SE | SWSW | " | | | | |
| 5 | 4 | " | " | " | " | | | | |
| 6 | 4 | " | " | " | " | | | | |
| 7 | 4 | " | " | " | " | | | | |
| 8 | 4 | " | " | " | " | | | | |
| 9 | 5 | " | " | " | " | | | | |
| 10 | 4 | " | " | " | " | | | | |
| 11 | 4 | | W by SWSW | " | " | | | | |
| 12 | 3 | " | " | " | " | | | | |
| 1 | 4 | " | " | " | " | | | | |
| 2 | 3 | " | " | " | " | | | | |
| 3 | 3 | " | " | " | " | | | | |
| 4 | 3 | " | " | " | " | | | | |
| 5 | 5 | " | SE | SWSW | " | | | | |
| 6 | 4 | " | " | " | " | | | | |
| 7 | 3 | " | W.W. | SW | " | | | | |
| 8 | 3 | " | " | " | " | | | | |
| 9 | 3 | " | " | " | " | | | | |
| 10 | 3 | " | " | " | " | | | | |
| 11 | 3 | " | " | " | " | | | | |
| 12 | 3 | " | " | " | " | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

Journal from Portland main towards Jacksonville

| H. | K. | $\frac{1}{2}K.</$ |
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Journal from Portland

towards Jacksonville

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 28 | day of Dec. | 19 |
|----|----|-----------------|---------|-------|--------|----------|--|-------------|----|
| 1 | 3 | | Ww | sw | 3 pd | Pm | this day began fine with moderate breeze sw | | |
| 2 | 3 | | " | " | " | | this day began fine with fresh breeze & smothe sea | | |
| 3 | 2 | | SE | " | " | | ad noon in bend cold fogger & bend over one | | |
| 4 | 1 | | " | " | " | | Crew employed ad ships duty | | |
| 5 | 1 | | SE | sw | " | | ad 9 Am was apprehended of Penobscot Island light abset off about 3 miles | | |
| 6 | 1 | | " | " | " | | Day very cloudy with fresh breeze | | |
| 7 | 0 | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 8 | 0 | | Cal | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 9 | 0 | | " | " | " | | ad 9 Am was apprehended of Penobscot Island light abset off about 3 miles | | |
| 10 | 0 | | " | " | " | | Day very cloudy with fresh breeze | | |
| 11 | 0 | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 12 | 0 | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 1 | 0 | | " | " | " | | ad 9 Am was apprehended of Penobscot Island light abset off about 3 miles | | |
| 2 | 0 | | " | " | " | | Day very cloudy with fresh breeze | | |
| 3 | 0 | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 4 | 0 | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 5 | 0 | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 6 | 0 | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 7 | 0 | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 8 | 0 | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 9 | 9 | | SW | Ww | 1 pd | | Pumps light lookout & light Careful atten ded to | | |
| 10 | 6 | | SW | Ww | 2 pd | | Pumps light lookout & light Careful atten ded to | | |
| 11 | 8 | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 12 | 8 | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 29 | day of Dec. | 19 |
|----|----|-----------------|---------|-------|--------|----------|--|-------------|----|
| 1 | 10 | | SW | Ww | 1 pd | Pm | This day began fine with fresh breeze & smothe sea | | |
| 2 | 11 | | " | " | " | | ad 9 Am was apprehended of Penobscot Island light abset off about 3 miles | | |
| 3 | 11 | | " | " | " | | Day very cloudy with fresh breeze | | |
| 4 | 11 | | " | " | " | | Crew employed ad vessel work | | |
| 5 | 11 | | " | " | " | | ad 5 Am was apprehended of Penobscot Island light abset off about 3 miles | | |
| 6 | 10 | | " | " | " | | Day very cloudy with fresh breeze | | |
| 7 | 10 | | " | " | " | | Crew employed ad vessel work | | |
| 8 | 10 | | " | " | " | | ad 5 Am was apprehended of Penobscot Island light abset off about 3 miles | | |
| 9 | 10 | | " | " | " | | Day very cloudy with fresh breeze | | |
| 10 | 9 | | " | " | " | | Crew employed ad vessel work | | |
| 11 | 9 | | " | " | " | | ad 5 Am was apprehended of Penobscot Island light abset off about 3 miles | | |
| 12 | 10 | | " | " | " | | Day very cloudy with fresh breeze | | |
| 1 | 6 | | " | " | " | | ad 1030 AM Cane & anchor with 45 fathoms of chain lowered all sail | | |
| 2 | 6 | | " | " | " | | Day very cloudy with fresh breeze | | |
| 3 | 6 | | SW | Ww | 1 pd | | ad 1030 AM Cane & anchor with 45 fathoms of chain lowered all sail | | |
| 4 | 6 | | " | " | " | | Day very cloudy with fresh breeze | | |
| 5 | 6 | | " | " | " | | Crew employed ad vessel work | | |
| 6 | 5 | | " | " | " | | ad 1030 AM Cane & anchor with 45 fathoms of chain lowered all sail | | |
| 7 | 5 | | " | " | " | | Day very cloudy with fresh breeze | | |
| 8 | 5 | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 9 | 4 | | SW | Ww | 2 pd | | ad 1030 AM Cane & anchor with 45 fathoms of chain lowered all sail | | |
| 10 | 4 | | " | " | " | | Day very cloudy with fresh breeze | | |
| 11 | 4 | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 12 | 4 | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Journal from Portland Main towards Jacksonville

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 30 | day of Dec. | 1928 |
|----|----|-----------------|---------|-------|--------|----------|--|-------------|------|
| 1 | | | " | Ww | " | Pm | This day began fine with fresh breeze & smothe sea | | |
| 2 | | | " | " | " | | ad noon in bend cold fogger & bend over one | | |
| 3 | | | " | SW | " | | Crew employed ad vessel work | | |
| 4 | | | " | " | " | | Day very cloudy with fresh breeze | | |
| 5 | | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 6 | | | " | " | " | | Day very cloudy with fresh breeze | | |
| 7 | | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 8 | | | " | " | " | | Day very cloudy with fresh breeze | | |
| 9 | | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 10 | | | " | " | " | | Day very cloudy with fresh breeze | | |
| 11 | | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 12 | | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 31 | day of Dec. | 1928 |
|----|----|-----------------|---------|-------|--------|----------|--|-------------|------|
| 1 | | | " | SW | " | Pm | This day began fine with fresh breeze & smothe sea | | |
| 2 | | | " | " | " | | ad noon in bend cold fogger & bend over one | | |
| 3 | | | " | " | " | | Crew employed ad vessel work | | |
| 4 | | | " | " | " | | Day very cloudy with fresh breeze | | |
| 5 | | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 6 | | | " | " | " | | Day very cloudy with fresh breeze | | |
| 7 | | | " | " | " | | Pumps light lookout & light Careful atten ded to | | |
| 8 | | | " | " | " | | Day very cloudy with fresh breeze | | |
| 9 | | | " | " | " | | | | |

Journal from Portland main towards Jacksonville

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 2 ad | day of Jan | 19 |
|----|----|------------------|---------|-------|--------|------------------------|------|------------|----|
| 1 | | | | NE | | PM | | | |
| 2 | | | | " | | This day began | | | |
| 3 | | | | " | | fine with light breeze | | | |
| 4 | | | | " | | S E W | | | |
| 5 | | | | " | | | | | |
| 6 | | | | " | | | | | |
| 7 | | | | " | | | | | |
| 8 | | | | " | | at 6 pm set in | | | |
| 9 | | | | " | | rain squally | | | |
| 10 | | | | " | | | | | |
| 11 | | | | " | | | | | |
| 12 | | | | " | | | | | |
| 1 | | | | " | | | | | |
| 2 | | | | " | | | | | |
| 3 | | | | " | | Day very rainy with | | | |
| 4 | | | | " | | moderate breeze | | | |
| 5 | | | | " | | S E | | | |
| 6 | | | | " | | | | | |
| 7 | | | | " | | | | | |
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Journal from Portland main towards Jacksonville Fla

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 9 th | day of Jan | 1930 |
|----|----|-----------------|------------|-------|--------|-----------------------------|-----------------|------------|------|
| 1 | | | | | | pm | | | |
| 2 | | | | | | This d of began rainy | | | |
| 3 | | | | | | widt fresh brg - SSW | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | ad 5 pm wind hauled | | | |
| 6 | 2 | | SSE on E | 0 | | in E with moderate | D | | |
| 7 | 4 | | SSE wored | " | | fresh brg. Had under | | | |
| 8 | 4 | | " " | " | | wof under fore main | | | |
| 9 | 5 | | SSE on WSW | " | | wifgen & gaff & 3 jib | | | |
| 10 | 7 | | SSE on WSW | " | | & proddled along | | | |
| 11 | 7 | | " " | " | | at 8 pm chifed after | | | |
| 12 | 8 | | " about | " | | had spanker & 4 topsails | | | |
| 1 | 10 | | " " | " | htn | at 9:10 pm was | | | |
| 2 | 11 | | " " | " | | appressed ab Demond | | | |
| 3 | 10 | | WSW | " | | thaal light ship | | | |
| 4 | 10 | | " " | " | | | | | |
| 5 | 10 | | SSE on WSW | " | | ad 5 am was appressed | | | |
| 6 | 10 | | " " | " | | of lock and light ship | | | |
| 7 | 11 | | " " | " | | | | | |
| 8 | 10 | | " " | " | | Stew employed washing Paint | | | |
| 9 | 8 | | " now E | 0 | | | | | |
| 10 | 8 | | " " | " | | Dog End fire with fresh | | | |
| 11 | 8 | | " " | " | | brg & funnel sea | | | |
| 12 | 8 | | " " | " | | Ogypas light lookout & | | | |
| | | | | | | light threaded t | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|-----------------|-------------|---------------|-------------|--------------------------|------------------|------------|-------------|
| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 14 th | day of Jan | 1930 |
| 1 | 8 | | southward | " | " | Pr | | | |
| 2 | 8 | | " | " | " | This day began fine | | | |
| 3 | 7 | | " | " | " | with fresh breeze & | | | |
| 4 | 7 | | " | north | " | smoky sea | | | |
| 5 | 8 | | " | " | " | | | | |
| 6 | 8 | | " | " | " | ad 1 pm was appressed of | | | |
| 7 | 7 | | " | " | " | Friarspan light wind | | | |
| 8 | 7 | | southward | " | " | | | | |
| 9 | 6 | | W. by N. E. | " | " | ad 4 chg was appressed | | | |
| 10 | 6 | | " | " | " | of charleston light | | | |
| 11 | 6 | | " | " | " | ship & chipped ship | | | |
| 12 | 6 | | " | " | " | | | | |
| 1 | 7 | | south | " | " | | | | |
| 2 | 7 | | " | " | " | Crew employed ad ships | | | |
| 3 | 7 | | " | " | " | duty | | | |
| 4 | 7 | | " | " | " | | | | |
| 5 | 8 | | southward | " | " | | | | |
| 6 | 9 | | " | " | " | Dog ends fine with | | | |
| 7 | 9 | | " | " | " | fresh breeze | | | |
| 8 | 9 | | " | " | " | | | | |
| 9 | 10 | | " | " | " | | | | |
| 10 | 10 | | " | " | " | Pump light leaky & | | | |
| 11 | 10 | | " | " | " | light Careful | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
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| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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Journal from Portland main towards Jacksonville 7-24

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---------|-------|--------|--|--------|----|
| 1 | | | | | | Jacksonville Jan 8/30 | | |
| 2 | | | | | | This day began fine with light | | |
| 3 | | | | | | breeze air to shore employed ad vessel | | |
| 4 | | | | | | Mark all necessarys attended to | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | Jacksonville Jan 9/30 | | |
| 8 | | | | | | This day was fine throughout with | | |
| 9 | | | | | | light breeze lastly ad 7 Am stevedores | | |
| 10 | | | | | | began loading cargo crew employed | | |
| 11 | | | | | | ad vessel work all other necessarys | | |
| 12 | | | | | | attended to | | |
| 1 | | | | | | | | |
| 2 | | | | | | | | |
| 3 | | | | | | Jacksonville Jan 10/30 | | |
| 4 | | | | | | This day was fine throughout | | |
| 5 | | | | | | with light breeze mored stevedores | | |
| 6 | | | | | | working cargo all day crew employed | | |
| 7 | | | | | | ad vessel work all necessarys attended | | |
| 8 | | | | | | to | | |
| 9 | | | | | | | | |
| 10 | | | | | | Jacksonville Jan 11/30 | | |
| 11 | | | | | | This day was cloudy throughout | | |
| 12 | | | | | | with fresh breeze mored stevedores | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from Jacksonville towards New London

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 14 | day of Jan | 1930 |
|----|----|------------------|---------|-------|--------|---|----|------------|------|
| 1 | | | | | | | | | |
| 2 | | | | | | | | | |
| 3 | | | | | | | | | |
| 4 | 1 | | NE | SE | 0 | ad 2 pm set all lower sail | | | |
| 5 | 1 | | " | " | 0 | | | | |
| 6 | 1 | | " | " | 0 | | | | |
| 7 | 1 | | " | " | 0 | | | | |
| 8 | 1 | | " | " | 0 | ad 9 pm set all light sails | | | |
| 9 | 1 | | " | " | 0 | | | | |
| 10 | 2 | | " | " | 0 | | | | |
| 11 | 4 | | " | " | 0 | | | | |
| 12 | 4 | | " | " | 0 | | | | |
| 1 | 4 | | " | " | 0 | Crew employed at vessel work | | | |
| 2 | 4 | | " | " | 0 | | | | |
| 3 | 5 | | " | " | 0 | | | | |
| 4 | 5 | | " | " | 0 | | | | |
| 5 | 5 | | " | " | 0 | | | | |
| 6 | 5 | | " | " | 0 | | | | |
| 7 | 5 | | " | " | 0 | Day ends fine with light air | | | |
| 8 | 4 | | " | " | 0 | | | | |
| 9 | 2 | | " | " | 0 | | | | |
| 10 | 2 | | " | " | 0 | Pumps light lookout & light Careful attended to | | | |
| 11 | 2 | | " | " | 0 | | | | |
| 12 | 2 | | " | " | 0 | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 15 | day of Jan | 1930 |
|----|----|------------------|---------|-------|--------|--|----|------------|------|
| 1 | 3 | | NE | South | 0 | | | | |
| 2 | 3 | | " | " | 0 | | | | |
| 3 | 3 | | " | " | 0 | This day began thicker cald with light air & smooth sea | | | |
| 4 | 3 | | " | " | 0 | | | | |
| 5 | 3 | | west | SW | 0 | | | | |
| 6 | 3 | | " | " | 0 | | | | |
| 7 | 3 | | " | " | 0 | ad 4 pm took small staved oil | | | |
| 8 | 4 | | " | " | 0 | light sails & sparkler | | | |
| 9 | 4 | | " | " | 0 | | | | |
| 10 | 4 | | " | " | 0 | | | | |
| 11 | 4 | | " | " | 0 | at 10 pm set all sail | | | |
| 12 | 5 | | SW | W | 0 | | | | |
| 1 | 2 | | " | " | 0 | Crew employed at vessel work | | | |
| 2 | 2 | | " | " | 0 | | | | |
| 3 | 2 | | " | " | 0 | | | | |
| 4 | 4 | | " | " | 0 | | | | |
| 5 | 2 | | " | " | 0 | | | | |
| 6 | 2 | | " | " | 0 | | | | |
| 7 | 2 | | SW | SW | 0 | Day ends fine with fresh breeze | | | |
| 8 | 2 | | " | " | 0 | | | | |
| 9 | 8 | | " | " | 0 | | | | |
| 10 | 8 | | " | " | 0 | | | | |
| 11 | 8 | | " | " | 0 | Pumps light lookout & light Careful attended to | | | |
| 12 | 9 | | " | " | 0 | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

Journal from Jacksonville towards New London

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 16 | day of Jan | 1930 |
|----|----|------------------|---------|-------|--------|--|----|------------|------|
| 1 | 7 | | NE | SW | 0 | PM | | | |
| 2 | 6 | | " | " | 0 | This day began fine with fresh breeze | | | |
| 3 | 6 | | " | " | 1 pt | & smooth sea | | | |
| 4 | 6 | | " | " | 0 | | | | |
| 5 | 5 | | " | " | 0 | | | | |
| 6 | 4 | | ESE | WNE | 0 | at 10 pm tacked ship | | | |
| 7 | 5 | | " | " | 0 | | | | |
| 8 | 6 | | " | " | 0 | | | | |
| 9 | 5 | | " | " | 0 | | | | |
| 10 | 4 | | " | " | 0 | | | | |
| 11 | 3 | | SW | SW | 0 | | | | |
| 12 | 3 | | " | " | 0 | | | | |
| 1 | 5 | | SW | SW | 0 | | | | |
| 2 | 5 | | " | " | 0 | | | | |
| 3 | 5 | | " | " | 0 | | | | |
| 4 | 5 | | " | " | 0 | | | | |
| 5 | 6 | | " | " | 0 | | | | |
| 6 | 6 | | SSE | SE | 0 | | | | |
| 7 | 2 | | " | " | 0 | | | | |
| 8 | 3 | | " | " | 0 | | | | |
| 9 | 3 | | SW | SW | 0 | | | | |
| 10 | 4 | | " | " | 0 | | | | |
| 11 | 4 | | " | " | 0 | | | | |
| 12 | 4 | | " | " | 0 | | | | |

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 17 | day of Jan | 1930 |
|----|----|------------------|---------|-------|--------|---|----|------------|------|
| 1 | 3 | | ESE | NE | 1/2 pt | PM | | | |
| 2 | 4 | | " | " | 0 | This day began thicker cald with fresh breeze | | | |
| 3 | 3 | | " | " | 0 | | | | |
| 4 | 3 | | " | " | 0 | | | | |
| 5 | 3 | | west | NE | 2 pt | | | | |
| 6 | 4 | | " | " | 0 | at 4 pm stoned barsail sparkler & flying jib | | | |
| 7 | 8 | | SW | NE | 0 | | | | |
| 8 | 2 | | " | " | 0 | | | | |
| 9 | 1 | | " | " | 0 | | | | |
| 10 | 2 | | " | " | 0 | | | | |
| 11 | 2 | | " | " | 0 | | | | |
| 12 | 3 | | " | " | 0 | | | | |
| 1 | 2 | | CD | Calm | 0 | | | | |
| 2 | 0 | | " | " | 0 | | | | |
| 3 | 0 | | " | " | 0 | | | | |
| 4 | 0 | | " | " | 0 | | | | |
| 5 | 0 | | " | " | 0 | | | | |
| 6 | 1 | | NE | SW | 1 pt | | | | |
| 7 | 2 | | " | " | 0 | | | | |
| 8 | 3 | | " | " | 0 | | | | |
| 9 | 3 | | NE | SW | 0 | | | | |
| 10 | 2 | | " | " | 0 | | | | |
| 11 | 2 | | " | " | 0 | | | | |
| 12 | 3 | | " | " | 0 | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |

Journal from Jacksonville towards New London

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 18 | day of Jan | 1920 |
|----|----|-----------------|---------------|-------|--------|---------------------------|----|------------|------|
| 1 | 3 | | on E by north | 1hd | Pm | | | | |
| 2 | 3 | " | " | " | " | This day began | | | |
| 3 | 2 | " | " | " | " | raining with light | | | |
| 4 | 3 | " | " | " | " | breeze | | | |
| 5 | 4 | " | " | " | " | | | | |
| 6 | 5 | " | " | " | " | | | | |
| 7 | 3 | boat out | on S by E | " | " | at 11 Am heisted buying | | | |
| 8 | 3 | " | " | " | " | pan light vessel bearing | | | |
| 9 | 3 | " | " | " | " | by compass on S by W west | | | |
| 10 | 4 | " | " | " | " | about 12 miles | | | |
| 11 | 4 | " | " | " | " | | | | |
| 12 | 4 | " | " | " | " | | | | |
| 1 | 4 | 8 fm | nore | " | " | Lerew employed at | | | |
| 2 | 4 | " | " | " | " | vessel work | | | |
| 3 | 4 | " | " | " | " | | | | |
| 4 | 4 | " | " | " | " | | | | |
| 5 | 4 | boat | on E by S | 2hd | " | | | | |
| 6 | 4 | " | " | " | " | | | | |
| 7 | 4 | " | " | " | " | | | | |
| 8 | 3 | " | " | " | " | | | | |
| 9 | 3 | " | " | " | " | | | | |
| 10 | 4 | 4 fm | out | " | " | | | | |
| 11 | 3 | " | " | " | " | | | | |
| 12 | 3 | " | " | " | " | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 19 | day of | Jan | 1930 |
|-----|----|-----------------|-----------|-------|--------|-------------------------|----|--------|-----|------|
| 1 | 5 | | SW by SSW | 2 pd | | Pm | | | | |
| 2 | 5 | | " | " | " | This day began | | | | |
| 3 | 6 | | " | " | " | Cloudy with fresh breez | | | | |
| 4 | 5 | | " | " | " | + moderate sea | | | | |
| 5 | 6 | | " | " | " | at 6 pm more | | | | |
| 6 | 6 | | " | " | " | Ship | | | | |
| 7 | 4 | | SW by S | SW | " | | | | | |
| 8 | 3 | | " | " | " | | | | | |
| 9 | 4 | | " | " | 2 pd | ad 8 pm started flying | | | | |
| 10 | 4 | | " | " | " | fp & spanker | | | | |
| 11 | 4 | | SW by S | " | " | ad 8 pm tacked ship | | | | |
| 12 | 4 | | " | " | " | | | | | |
| 13 | 5 | | " | " | " | | | | | |
| 14 | 5 | | " | " | " | Crew employed ad | | | | |
| 15 | 5 | | " | " | " | essel work | | | | |
| 16 | 5 | | " | " | " | | | | | |
| 17 | 4 | | SW by S | SW | " | ad 19 pm tacked again | | | | |
| 18 | 1 | | SW by S | " | " | | | | | |
| 19 | 1 | | " | " | " | | | | | |
| 20 | 2 | | " | " | " | | | | | |
| 21 | 1 | | " | " | " | | | | | |
| 22 | 2 | | SW by S | SW | " | | | | | |
| 23 | 2 | | " | " | " | | | | | |
| 24 | 2 | | SW by S | SW | " | | | | | |
| 25 | 2 | | " | " | " | | | | | |
| 26 | 2 | | SW by S | SW | " | | | | | |
| 27 | 2 | | " | " | " | | | | | |
| 28 | 2 | | SW by S | SW | " | | | | | |
| 29 | 2 | | " | " | " | | | | | |
| 30 | 2 | | SW by S | SW | " | | | | | |
| 31 | 2 | | " | " | " | | | | | |
| 32 | 2 | | SW by S | SW | " | | | | | |
| 33 | 2 | | " | " | " | | | | | |
| 34 | 2 | | SW by S | SW | " | | | | | |
| 35 | 2 | | " | " | " | | | | | |
| 36 | 2 | | SW by S | SW | " | | | | | |
| 37 | 2 | | " | " | " | | | | | |
| 38 | 2 | | SW by S | SW | " | | | | | |
| 39 | 2 | | " | " | " | | | | | |
| 40 | 2 | | SW by S | SW | " | | | | | |
| 41 | 2 | | " | " | " | | | | | |
| 42 | 2 | | SW by S | SW | " | | | | | |
| 43 | 2 | | " | " | " | | | | | |
| 44 | 2 | | SW by S | SW | " | | | | | |
| 45 | 2 | | " | " | " | | | | | |
| 46 | 2 | | SW by S | SW | " | | | | | |
| 47 | 2 | | " | " | " | | | | | |
| 48 | 2 | | SW by S | SW | " | | | | | |
| 49 | 2 | | " | " | " | | | | | |
| 50 | 2 | | SW by S | SW | " | | | | | |
| 51 | 2 | | " | " | " | | | | | |
| 52 | 2 | | SW by S | SW | " | | | | | |
| 53 | 2 | | " | " | " | | | | | |
| 54 | 2 | | SW by S | SW | " | | | | | |
| 55 | 2 | | " | " | " | | | | | |
| 56 | 2 | | SW by S | SW | " | | | | | |
| 57 | 2 | | " | " | " | | | | | |
| 58 | 2 | | SW by S | SW | " | | | | | |
| 59 | 2 | | " | " | " | | | | | |
| 60 | 2 | | SW by S | SW | " | | | | | |
| 61 | 2 | | " | " | " | | | | | |
| 62 | 2 | | SW by S | SW | " | | | | | |
| 63 | 2 | | " | " | " | | | | | |
| 64 | 2 | | SW by S | SW | " | | | | | |
| 65 | 2 | | " | " | " | | | | | |
| 66 | 2 | | SW by S | SW | " | | | | | |
| 67 | 2 | | " | " | " | | | | | |
| 68 | 2 | | SW by S | SW | " | | | | | |
| 69 | 2 | | " | " | " | | | | | |
| 70 | 2 | | SW by S | SW | " | | | | | |
| 71 | 2 | | " | " | " | | | | | |
| 72 | 2 | | SW by S | SW | " | | | | | |
| 73 | 2 | | " | " | " | | | | | |
| 74 | 2 | | SW by S | SW | " | | | | | |
| 75 | 2 | | " | " | " | | | | | |
| 76 | 2 | | SW by S | SW | " | | | | | |
| 77 | 2 | | " | " | " | | | | | |
| 78 | 2 | | SW by S | SW | " | | | | | |
| 79 | 2 | | " | " | " | | | | | |
| 80 | 2 | | SW by S | SW | " | | | | | |
| 81 | 2 | | " | " | " | | | | | |
| 82 | 2 | | SW by S | SW | " | | | | | |
| 83 | 2 | | " | " | " | | | | | |
| 84 | 2 | | SW by S | SW | " | | | | | |
| 85 | 2 | | " | " | " | | | | | |
| 86 | 2 | | SW by S | SW | " | | | | | |
| 87 | 2 | | " | " | " | | | | | |
| 88 | 2 | | SW by S | SW | " | | | | | |
| 89 | 2 | | " | " | " | | | | | |
| 90 | 2 | | SW by S | SW | " | | | | | |
| 91 | 2 | | " | " | " | | | | | |
| 92 | 2 | | SW by S | SW | " | | | | | |
| 93 | 2 | | " | " | " | | | | | |
| 94 | 2 | | SW by S | SW | " | | | | | |
| 95 | 2 | | " | " | " | | | | | |
| 96 | 2 | | SW by S | SW | " | | | | | |
| 97 | 2 | | " | " | " | | | | | |
| 98 | 2 | | SW by S | SW | " | | | | | |
| 99 | 2 | | " | " | " | | | | | |
| 100 | 2 | | SW by S | SW | " | | | | | |
| 101 | 2 | | " | " | " | | | | | |
| 102 | 2 | | SW by S | SW | " | | | | | |
| 103 | 2 | | " | " | " | | | | | |
| 104 | 2 | | SW by S | SW | " | | | | | |
| 105 | 2 | | " | " | " | | | | | |
| 106 | 2 | | SW by S | SW | " | | | | | |
| 107 | 2 | | " | " | " | | | | | |
| 108 | 2 | | SW by S | SW | " | | | | | |
| 109 | 2 | | " | " | " | | | | | |
| 110 | 2 | | SW by S | SW | " | | | | | |
| 111 | 2 | | " | " | " | | | | | |
| 112 | 2 | | SW by S | SW | " | | | | | |
| 113 | 2 | | " | " | " | | | | | |
| 114 | 2 | | SW by S | SW | " | | | | | |
| 115 | 2 | | " | " | " | | | | | |
| 116 | 2 | | SW by S | SW | " | | | | | |
| 117 | 2 | | " | " | " | | | | | |
| 118 | 2 | | SW by S | SW | " | | | | | |
| 119 | 2 | | " | " | " | | | | | |
| 120 | 2 | | SW by S | SW | " | | | | | |
| 121 | 2 | | " | " | " | | | | | |
| 122 | 2 | | SW by S | SW | " | | | | | |
| 123 | 2 | | " | " | " | | | | | |
| 124 | 2 | | SW by S | SW | " | | | | | |
| 125 | 2 | | " | " | " | | | | | |
| 126 | 2 | | SW by S | SW | " | | | | | |
| 127 | 2 | | " | " | " | | | | | |
| 128 | 2 | | SW by S | SW | " | | | | | |
| 129 | 2 | | " | " | " | | | | | |
| 130 | 2 | | SW by S | SW | " | | | | | |
| 131 | 2 | | " | " | " | | | | | |
| 132 | 2 | | SW by S | SW | " | | | | | |
| 133 | 2 | | " | " | " | | | | | |
| 134 | 2 | | SW by S | SW | " | | | | | |
| 135 | 2 | | " | " | " | | | | | |
| 136 | 2 | | SW by S | SW | " | | | | | |
| 137 | 2 | | " | " | " | | | | | |
| 138 | 2 | | SW by S | SW | " | | | | | |
| 139 | 2 | | " | " | " | | | | | |
| 140 | 2 | | SW by S | SW | " | | | | | |
| 141 | 2 | | " | " | " | | | | | |
| 142 | 2 | | SW by S | SW | " | | | | | |
| 143 | 2 | | " | " | " | | | | | |
| 144 | 2 | | SW by S | SW | " | | | | | |
| 145 | 2 | | " | " | " | | | | | |
| 146 | 2 | | SW by S | SW | " | | | | | |
| 147 | 2 | | " | " | " | | | | | |
| 148 | 2 | | SW by S | SW | " | | | | | |
| 149 | 2 | | " | " | " | | | | | |
| 150 | 2 | | SW by S | SW | " | | | | | |
| 151 | 2 | | " | " | " | | | | | |
| 152 | 2 | | SW by S | SW | " | | | | | |
| 153 | 2 | | " | " | " | | | | | |
| 154 | 2 | | SW by S | SW | " | | | | | |
| 155 | 2 | | " | " | " | | | | | |
| 156 | 2 | | SW by S | SW | " | | | | | |
| 157 | 2 | | " | " | " | | | | | |
| 158 | 2 | | SW by S | SW | " | | | | | |
| 159 | 2 | | " | " | " | | | | | |
| 160 | 2 | | SW by S | SW | " | | | | | |
| 161 | 2 | | " | " | " | | | | | |
| 162 | 2 | | SW by S | SW | " | | | | | |
| 163 | 2 | | " | " | " | | | | | |
| 164 | 2 | | SW by S | SW | " | | | | | |
| 165 | 2 | | " | " | " | | | | | |
| 166 | 2 | | SW by S | SW | " | | | | | |
| 167 | 2 | | " | " | " | | | | | |
| 168 | 2 | | SW by S | SW | " | | | | | |
| 169 | 2 | | " | " | " | | | | | |
| 170 | 2 | | SW by S | SW | " | | | | | |
| 171 | 2 | | " | " | " | | | | | |
| 172 | 2 | | SW by S | SW | " | | | | | |
| 173 | 2 | | " | " | " | | | | | |
| 174 | 2 | | SW by S | SW | " | | | | | |
| 175 | 2 | | " | " | " | | | | | |
| 176 | 2 | | SW by S | SW | " | | | | | |
| 177 | 2 | | " | " | " | | | | | |
| 178 | 2 | | SW by S | SW | " | | | | | |
| 179 | 2 | | " | " | " | | | | | |
| 180 | 2 | | SW by S | SW | " | | | | | |
| 181 | 2 | | " | " | " | | | | | |
| 182 | 2 | | SW by S | SW | " | | | | | |
| 183 | 2 | | " | " | " | | | | | |
| 184 | 2 | | SW by S | SW | " | | | | | |
| 185 | 2 | | " | " | " | | | | | |
| 186 | 2 | | SW by S | SW | " | | | | | |
| 187 | 2 | | " | " | " | | | | | |
| 188 | 2 | | SW by S | SW | " | | | | | |
| 189 | 2 | | " | " | " | | | | | |
| 190 | 2 | | SW by S | SW | " | | | | | |
| 191 | 2 | | " | " | " | | | | | |
| 192 | 2 | | SW by S | SW | " | | | | | |
| 193 | 2 | | " | " | " | | | | | |
| 194 | 2 | | SW by S | SW | " | | | | | |
| 195 | 2 | | " | " | " | | | | | |
| 196 | 2 | | SW by S | SW | " | | | | | |
| 197 | 2 | | " | " | " | | | | | |
| 198 | 2 | | SW by S | SW | " | | | | | |
| 199 | 2 | | " | " | " | | | | | |
| 200 | 2 | | SW by S | SW | " | | | | | |
| 201 | 2 | | " | " | " | | | | | |
| 202 | 2 | | SW by S | SW | " | | | | | |
| 203 | 2 | | " | " | " | | | | | |
| 204 | 2 | | SW by S | SW | " | | | | | |
| 205 | 2 | | | | | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
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Journal from Jacksonville towards New London

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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12 ~~bmb~~ " " attended to

Journal from Jacksonville towards New London

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-------------|---------------|-------------|--|---------------|----------|-------------|
| H. | K. | 1/2 K. | Courses | Winds | Leeway | Remarks, | | day of | Jan 193 |
| 1 | 3 | 1 | bore & west | 1st | Pm | This day began cloudy with light breeze | | | |
| 2 | 2 | " | " | " | " | at 4 pm shiped ship | | | |
| 3 | 2 | " | " | " | " | at 6 pm shiped again | | | |
| 4 | 2 | " | " | " | " | Crew employed at deck work | | | |
| 5 | 3 | " | " | " | " | at 530 Am more ship | | | |
| 6 | 3 | " | " | " | " | | | | |
| 7 | 3 | " | " | " | " | | | | |
| 8 | 4 | " | " | " | " | | | | |
| 9 | 4 | " | " | " | " | | | | |
| 10 | 4 | " | " | " | " | | | | |
| 11 | 4 | " | " | " | " | | | | |
| 12 | 3 | " | " | " | " | | | | |
| 13 | 4 | " | " | " | " | | | | |
| 14 | 3 | " | " | " | " | | | | |
| 15 | 3 | " | " | " | " | | | | |
| 16 | 3 | " | " | " | " | | | | |
| 17 | 3 | " | " | " | " | | | | |
| 18 | 3 | " | " | " | " | | | | |
| 19 | 3 | " | " | " | " | | | | |
| 20 | 2 | " | " | " | " | | | | |
| 21 | 2 | " | " | " | " | | | | |
| 22 | 2 | " | " | " | " | | | | |
| 23 | 3 | " | " | " | " | | | | |
| 24 | 3 | " | " | " | " | | | | |
| 25 | 3 | " | " | " | " | | | | |
| 26 | 2 | " | " | " | " | | | | |
| 27 | 2 | " | " | " | " | | | | |
| 28 | 2 | " | " | " | " | | | | |
| 29 | 2 | " | " | " | " | | | | |
| 30 | 2 | " | " | " | " | | | | |
| 31 | 2 | " | " | " | " | | | | |
| 32 | 2 | " | " | " | " | | | | |
| 33 | 2 | " | " | " | " | | | | |
| 34 | 2 | " | " | " | " | | | | |
| 35 | 2 | " | " | " | " | | | | |
| 36 | 2 | " | " | " | " | | | | |
| 37 | 2 | " | " | " | " | | | | |
| 38 | 2 | " | " | " | " | | | | |
| 39 | 2 | " | " | " | " | | | | |
| 40 | 2 | " | " | " | " | | | | |
| 41 | 2 | " | " | " | " | | | | |
| 42 | 2 | " | " | " | " | | | | |
| 43 | 2 | " | " | " | " | | | | |
| 44 | 2 | " | " | " | " | | | | |
| 45 | 2 | " | " | " | " | | | | |
| 46 | 2 | " | " | " | " | | | | |
| 47 | 2 | " | " | " | " | | | | |
| 48 | 2 | " | " | " | " | | | | |
| 49 | 2 | " | " | " | " | | | | |
| 50 | 2 | " | " | " | " | | | | |
| 51 | 2 | " | " | " | " | | | | |
| 52 | 2 | " | " | " | " | | | | |
| 53 | 2 | " | " | " | " | | | | |
| 54 | 2 | " | " | " | " | | | | |
| 55 | 2 | " | " | " | " | | | | |
| 56 | 2 | " | " | " | " | | | | |
| 57 | 2 | " | " | " | " | | | | |
| 58 | 2 | " | " | " | " | | | | |
| 59 | 2 | " | " | " | " | | | | |
| 60 | 2 | " | " | " | " | | | | |
| 61 | 2 | " | " | " | " | | | | |
| 62 | 2 | " | " | " | " | | | | |
| 63 | 2 | " | " | " | " | | | | |
| 64 | 2 | " | " | " | " | | | | |
| 65 | 2 | " | " | " | " | | | | |
| 66 | 2 | " | " | " | " | | | | |
| 67 | 2 | " | " | " | " | | | | |
| 68 | 2 | " | " | " | " | | | | |
| 69 | 2 | " | " | " | " | | | | |
| 70 | 2 | " | " | " | " | | | | |
| 71 | 2 | " | " | " | " | | | | |
| 72 | 2 | " | " | " | " | | | | |
| 73 | 2 | " | " | " | " | | | | |
| 74 | 2 | " | " | " | " | | | | |
| 75 | 2 | " | " | " | " | | | | |
| 76 | 2 | " | " | " | " | | | | |
| 77 | 2 | " | " | " | " | | | | |
| 78 | 2 | " | " | " | " | | | | |
| 79 | 2 | " | " | " | " | | | | |
| 80 | 2 | " | " | " | " | | | | |
| 81 | 2 | " | " | " | " | | | | |
| 82 | 2 | " | " | " | " | | | | |
| 83 | 2 | " | " | " | " | | | | |
| 84 | 2 | " | " | " | " | | | | |
| 85 | 2 | " | " | " | " | | | | |
| 86 | 2 | " | " | " | " | | | | |
| 87 | 2 | " | " | " | " | | | | |
| 88 | 2 | " | " | " | " | | | | |
| 89 | 2 | " | " | " | " | | | | |
| 90 | 2 | " | " | " | " | | | | |
| 91 | 2 | " | " | " | " | | | | |
| 92 | 2 | " | " | " | " | | | | |
| 93 | 2 | " | " | " | " | | | | |
| 94 | 2 | " | " | " | " | | | | |
| 95 | 2 | " | " | " | " | | | | |
| 96 | 2 | " | " | " | " | | | | |
| 97 | 2 | " | " | " | " | | | | |
| 98 | 2 | " | " | " | " | | | | |
| 99 | 2 | " | " | " | " | | | | |
| 100 | 2 | " | " | " | " | | | | |
| 101 | 2 | " | " | " | " | | | | |
| 102 | 2 | " | " | " | " | | | | |
| 103 | 2 | " | " | " | " | | | | |
| 104 | 2 | " | " | " | " | | | | |
| 105 | 2 | " | " | " | " | | | | |
| 106 | 2 | " | " | " | " | | | | |
| 107 | 2 | " | " | " | " | | | | |
| 108 | 2 | " | " | " | " | | | | |
| 109 | 2 | " | " | " | " | | | | |
| 110 | 2 | " | " | " | " | | | | |
| 111 | 2 | " | " | " | " | | | | |
| 112 | 2 | " | " | " | " | | | | |
| 113 | 2 | " | " | " | " | | | | |
| 114 | 2 | " | " | " | " | | | | |
| 115 | 2 | " | " | " | " | | | | |
| 116 | 2 | " | " | " | " | | | | |
| 117 | 2 | " | " | " | " | | | | |
| 118 | 2 | " | " | " | " | | | | |
| 119 | 2 | " | " | " | " | | | | |
| 120 | 2 | " | " | " | " | | | | |
| 121 | 2 | " | " | " | " | | | | |
| 122 | 2 | " | " | " | " | | | | |
| 123 | 2 | " | " | " | " | | | | |
| 124 | 2 | " | " | " | " | | | | |
| 125 | 2 | " | " | " | " | | | | |
| 126 | 2 | " | " | " | " | | | | |
| 127 | 2 | " | " | " | " | | | | |
| 128 | 2 | " | " | " | " | | | | |
| 129 | 2 | " | " | " | " | | | | |
| 130 | 2 | " | " | " | " | | | | |
| 131 | 2 | " | " | " | " | | | | |
| 132 | 2 | " | " | " | " | | | | |
| 133 | 2 | " | " | " | " | | | | |
| 134 | 2 | " | " | " | " | | | | |
| 135 | 2 | " | " | " | " | | | | |
| 136 | 2 | " | " | " | " | | | | |
| 137 | 2 | " | " | " | " | | | | |
| 138 | 2 | " | " | " | " | | | | |
| 139 | 2 | " | " | " | " | | | | |
| 140 | 2 | " | " | " | " | | | | |
| 141 | 2 | " | " | " | " | | | | |
| 142 | 2 | " | " | " | " | | | | |
| 143 | 2 | " | " | " | " | | | | |
| 144 | 2 | " | " | " | " | | | | |
| 145 | 2 | " | " | " | " | | | | |
| 146 | 2 | " | " | " | " | | | | |
| 147 | 2 | " | " | " | " | | | | |
| 148 | 2 | " | " | " | " | | | | |
| 149 | 2 | " | " | " | " | | | | |
| 150 | 2 | " | " | " | " | | | | |
| 151 | 2 | " | " | " | " | | | | |
| 152 | 2 | " | " | " | " | | | | |
| 153 | 2 | " | " | " | " | | | | |
| 154 | 2 | " | " | " | " | | | | |
| 155 | 2 | " | " | " | " | | | | |
| 156 | 2 | " | " | " | " | | | | |
| 157 | 2 | " | " | " | " | | | | |
| 158 | 2 | " | " | " | " | | | | |
| 159 | 2 | " | " | " | " | | | | |
| 160 | 2 | " | " | " | " | | | | |
| 161 | 2 | " | " | " | " | | | | |
| 162 | 2 | " | " | " | " | | | | |
| 163 | 2 | " | " | " | " | | | | |
| 164 | 2 | " | " | " | " | | | | |
| 165 | 2 | " | " | " | " | | | | |
| 166 | 2 | " | " | " | " | | | | |
| 167 | 2 | " | " | " | " | | | | |
| 168 | 2 | " | " | " | " | | | | |
| 169 | 2 | " | " | " | " | | | | |
| 170 | 2 | " | " | " | " | | | | |
| 171 | 2 | " | " | " | " | | | | |
| 172 | 2 | " | " | " | " | | | | |
| 173 | 2 | " | " | " | " | | | | |
| 174 | 2 | " | " | " | " | | | | |
| 175 | 2 | " | " | " | " | | | | |
| 176 | 2 | " | " | " | " | | | | |
| 177 | 2 | " | " | " | " | | | | |
| 178 | 2 | " | " | " | " | | | | |
| 179 | 2 | " | " | " | " | | | | |
| 180 | 2 | " | " | " | " | | | | |
| 181 | 2 | " | " | " | " | | | | |
| 182 | 2 | " | " | " | " | | | | |
| 183 | 2 | " | " | " | " | | | | |
| 184 | 2 | " | " | " | " | | | | |
| 185 | 2 | " | " | " | " | | | | |
| 186 | 2 | " | " | " | " | | | | |
| 187 | 2 | " | " | " | " | | | | |
| 188 | 2 | " | " | " | " | | | | |
| 189 | 2 | " | " | " | " | | | | |
| 190 | 2 | " | " | " | " | | | | |
| 191 | 2 | " | " | " | " | | | | |
| 192 | 2 | " | " | " | " | | | | |
| 193 | 2 | " | " | " | " | | | | |
| 194 | 2 | " | " | " | " | | | | |
| 195 | 2 | " | " | " | " | | | | |
| 196 | 2 | " | " | " | " | | | | |
| 197 | 2 | " | " | " | " | | | | |
| 198 | 2 | " | " | " | " | | | | |
| 199 | 2 | " | " | " | " | | | | |
| 200 | 2 | " | " | " | " | | | | |
| 201 | 2 | " | " | " | " | | | | |
| 202 | 2 | " | " | " | " | | | | |
| 203 | 2 | " | " | " | " | | | | |
| 204 | 2 | " | " | " | " | | | | |
| 205 | 2 | " | " | " | " | | | | |
| 206 | 2 | " | " | " | " | | | | |
| 207 | 2 | " | " | " | " | | | | |
| 208 | 2 | " | " | " | " | | | | |
| 209 | 2 | " | " | " | " | | | | |
| 210 | 2 | " | " | " | " | | | | |
| 211 | 2 | " | " | " | " | | | | |
| 212 | 2 | " | " | " | " | | | | |
| 213 | 2 | " | " | " | " | | | | |
| 214 | 2 | " | " | " | " | | | | |
| 215 | 2 | " | " | " | " | | | | |
| 216 | 2 | " | " | " | " | | | | |
| 217 | 2 | " | " | " | " | | | | |
| 218 | 2 | " | " | " | " | | | | |
| 219 | 2 | " | " | " | " | | | | |
| 220 | 2 | " | " | " | " | | | | |
| 221 | 2 | | | | | | | | |

Journal from Jacksonville towards New Orleans

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 24 | day of Jan | 1950 |
|----|----|-----------------|--------------|-------|--------|------------------|----|------------|------|
| 1 | 8 | | W N WNW | 15° | pm | | | | |
| 2 | 9 | | " " | " | " | | | | |
| 3 | 9 | | " " | " | " | | | | |
| 4 | 9 | | " " | " | " | | | | |
| 5 | 2 | | W NW NW | " | " | | | | |
| 6 | 2 | | " " | " | " | | | | |
| 7 | 2 | | " " | " | " | | | | |
| 8 | 2 | | " " | " | " | | | | |
| 9 | 2 | | " " | " | " | | | | |
| 10 | 1 | | " " | " | " | Crew employed at | | | |
| 11 | 5 | | on deck over | " | " | ships duty | | | |
| 12 | 5 | | " " | " | " | | | | |
| 1 | 6 | | W S E over | " | " | | | | |
| 2 | 6 | | " " | " | " | | | | |
| 3 | 6 | | " " | " | " | | | | |
| 4 | 6 | | " " | " | " | | | | |
| 5 | 7 | | " " | " | " | | | | |
| 6 | 6 | | " " | " | " | | | | |
| 7 | 6 | | " " | " | " | | | | |
| 8 | 6 | | " " | " | " | | | | |
| 9 | 6 | | " " | " | " | | | | |
| 10 | 6 | | " " | " | " | | | | |
| 11 | 5 | | " " | " | " | | | | |
| 12 | 5 | | " " | " | " | | | | |

Journal from Jacksonville towards New London

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 27 | day of Jan | 1930 |
|----|----|-----------------|---------|---------|--------|----------------------|----|------------|------|
| 1 | 4 | | w 1/2 N | N N W | " | On | | | |
| 2 | 3 | | w 1/2 N | S 1/2 E | " | This day began rainy | | | |
| 3 | 3 | | " | " | " | with light breeze & | | | |
| 4 | 3 | | w 1/2 N | S 1/2 E | " | smoother sea | | | |
| 5 | 5 | | w 1/2 N | " | " | | | | |
| 6 | 4 | | " | " | " | | | | |
| 7 | 4 | | " | " | " | ad 3 pm shifted ship | | | |
| 8 | 3 | | " | S E | " | ad 12 midmasted ship | | | |
| 9 | " | | " | " | " | ship | | | |
| 10 | 3 | | on E | S S E | " | | | | |
| 11 | 3 | | " | " | " | | | | |
| 12 | 2 | | " | " | " | | | | |
| 1 | 2 | | w 1/2 N | S W | " | | | | |
| 2 | 2 | | " | " | " | | | | |
| 3 | 1 | | w 1/2 N | S W | " | Crew employed ad | | | |
| 4 | 1 | | " | " | " | Vessel work | | | |
| 5 | 1 | | " | " | " | | | | |
| 6 | 1 | | " | " | " | | | | |
| 7 | 1 | | on N E | on - | 1/2 D | | | | |
| 8 | 1 | | " | " | " | | | | |
| 9 | 1 | | " | " | " | | | | |
| 10 | 2 | | " | " | " | | | | |
| 11 | 2 | | " | " | " | | | | |
| 12 | 1 | | " | " | " | | | | |
| 1 | 1 | | " | " | " | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from Jacksonville towards New Spencer

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 28 | day of Jan | 1930 |
|----|----|-----------------|---------|-------|--------|---------------------------------------|----|------------|------|
| 1 | 2 | | own & | sw | 0 | P.m. | | | |
| 2 | 2 | " | " | " | " | This day began | | | |
| 3 | 1 | " | " | " | 4 | Cloudy with light air | | | |
| 4 | 1 | " | " | " | " | & minute sea | | | |
| 5 | 2 | " | WSE | " | " | | | | |
| 6 | 3 | " | " | " | " | | | | |
| 7 | 2 | " | west | " | " | | | | |
| 8 | 3 | " | " | " | " | | | | |
| 9 | 6 | " | " | " | " | | | | |
| 10 | 6 | " | " | " | " | Screw employed at | | | |
| 11 | 5 | " | " | " | " | Nessel work | | | |
| 12 | 8 | " | " | " | " | | | | |
| 1 | 7 | " | " | " | " | | | | |
| 2 | 7 | " | " | " | " | at 3 Am was appressed | | | |
| 3 | 7 | " | " | " | " | of Shearwater. Cack | | | |
| 4 | 8 | " | own | " | " | light. | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | at 630 Am was appressed | | | |
| 7 | | | | | | of Montauk Point | | | |
| 8 | | | | | | Stones [redacted] Sails & Spander | | | |
| 9 | | | | | | | | | |
| 10 | | | | | | | | | |
| 11 | | | | | | at 800 Am was appressed of Blocky | | | |
| 12 | | | | | | Island at 11 AM Am backed ship | | | |
| | | | | | | Dof. Cuckoo boat with moderate breeze | | | |
| | | | | | | now all necessary attended to | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--|-------|--------|----------|--------|----|
| 1 | | | New London Jan 8 th /30 | | | | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | high N light breeze westerly at 8 am the | | | | | |
| 4 | | | boat came along side docked at 8:30 am | | | | | |
| 5 | | | Road wharf ad 9:30 am was docked stevedors | | | | | |
| 6 | | | started rigging up gear at 1:30 pm begin | | | | | |
| 7 | | | discharging cargo paid off crew all other | | | | | |
| 8 | | | necessaries attended to | | | | | |
| 9 | | | | | | | | |
| 10 | | | New London Feb 1 st 1930 | | | | | |
| 11 | | | This day was cloudy throughout with | | | | | |
| 12 | | | light breeze westly stevedors working cargo | | | | | |
| 1 | | | from 7:20 am to 4 pm paid 20 minutes on | | | | | |
| 2 | | | Count of and having stow all one cargo | | | | | |
| 3 | | | attended to | | | | | |
| 4 | | | | | | | | |
| 5 | | | New London Feb 2 nd 1930 | | | | | |
| 6 | | | This day was cloudy throughout with | | | | | |
| 7 | | | light westerly winds discharged one cargo to day all | | | | | |
| 8 | | | other necessities attended to | | | | | |
| 9 | | | | | | | | |
| 10 | | | New London Feb 3 rd /30 | | | | | |
| 11 | | | This day was fine throughout with light bree | | | | | |
| 12 | | | west stevedors working cargo from 7 am to 5 pm all | | | | | |
| | | | necessaries attended to | | | | | |

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---|-------|--------|----------|--------|----|
| 1 | | | New London Feb 8 th /30 | | | | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | light northerly winds stevedors working cargo | | | | | |
| 4 | | | from 7 am to 4 pm all necessities attended | | | | | |
| 5 | | | to | | | | | |
| 6 | | | New London Feb 9/30 | | | | | |
| 7 | | | This day was fine throughout with | | | | | |
| 8 | | | light breeze few birds bold part 8:30 all | | | | | |
| 9 | | | necessaries attended to | | | | | |
| 10 | | | | | | | | |
| 11 | | | New London Feb 10/30 | | | | | |
| 12 | | | This day was fine throughout with fresh | | | | | |
| 1 | | | breeze west stevedors working cargo from 7 am | | | | | |
| 2 | | | to 5 pm all other necessities attended to | | | | | |
| 3 | | | | | | | | |
| 4 | | | New London Feb 11 th /30 | | | | | |
| 5 | | | This day was fine throughout with light | | | | | |
| 6 | | | breeze on or stevedors working cargo from 7 am to | | | | | |
| 7 | | | 5 pm all other necessities attended to | | | | | |
| 8 | | | | | | | | |
| 9 | | | New London Feb 12 th /30 | | | | | |
| 10 | | | This day was fine throughout with | | | | | |
| 11 | | | light breeze westerly stevedors working cargo | | | | | |
| 12 | | | from 7 am to 5 pm at 12 noon stepped after | | | | | |
| | | | garn and work out hatch all one cargo | | | | | |
| | | | Attended to | | | | | |

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---|-------|--------|----------|--------|----|
| 1 | | | New London Feb 4 th /30 | | | | | |
| 2 | | | This day was fine first at 5:30 pm set in | | | | | |
| 3 | | | rainy stevedors working cargo from 7 am to 6 pm | | | | | |
| 4 | | | all other necessities attended to | | | | | |
| 5 | | | | | | | | |
| 6 | | | New London Feb 5 th /30 | | | | | |
| 7 | | | This day was fine throughout with light | | | | | |
| 8 | | | westerly winds stevedors working cargo from | | | | | |
| 9 | | | 7 am to 6 pm at 7 pm began rigging | | | | | |
| 10 | | | gear for 2 gangs ad 11 am began discharging | | | | | |
| 11 | | | cargo until dabbled garn all necessities | | | | | |
| 12 | | | attended to | | | | | |
| 1 | | | | | | | | |
| 2 | | | New London Feb 6 th /30 | | | | | |
| 3 | | | This day was fine throughout with moderate | | | | | |
| 4 | | | breeze westerly stevedors employed discharging | | | | | |
| 5 | | | cargo from 7 am to 5 pm all necessities | | | | | |
| 6 | | | attended to all so was held up 2 hours account | | | | | |
| 7 | | | of getting engine and going | | | | | |
| 8 | | | | | | | | |
| 9 | | | New London Feb 7 th /30 | | | | | |
| 10 | | | This day was cloudy with light northerly | | | | | |
| 11 | | | winds stevedors working cargo from 7 am to | | | | | |
| 12 | | | 5 pm all other necessities attended to | | | | | |
| | | | | | | | | |

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--|-------|--------|----------|--------|----|
| 1 | | | New London Feb 13 th /30 | | | | | |
| 2 | | | This day was cloudy first bold part | | | | | |
| 3 | | | rainy with light breeze part ad 10 am | | | | | |
| 4 | | | stevedors finished discharging cargo all | | | | | |
| 5 | | | other necessities attended to | | | | | |
| 6 | | | | | | | | |
| 7 | | | New London Feb 14/30 | | | | | |
| 8 | | | This day was fine throughout with | | | | | |
| 9 | | | moderate breeze west ad 8 am paid off | | | | | |
| 10 | | | engineer all one cargo attended to | | | | | |
| 11 | | | | | | | | |
| 12 | | | New London Feb 15 th /30 | | | | | |
| 1 | | | This day was cloudy first bold part | | | | | |
| 2 | | | snowing with light breeze northerly all | | | | | |
| 3 | | | one cargo attended to | | | | | |
| 4 | | | | | | | | |
| 5 | | | New London Feb 16/30 | | | | | |
| 6 | | | This day was fine throughout | | | | | |
| 7 | | | until fresh breeze west to on cap | | | | | |
| 8 | | | & more employed cleaning snow of deck | | | | | |
| 9 | | | all other one cargo attended to | | | | | |
| 10 | | | | | | | | |
| 11 | | | New London Feb 17/30 | | | | | |
| 12 | | | This day was fine throughout with light | | | | | |
| | | | breeze no bold part northerly cap | | | | | |
| | | | & more employed cleaning snow of deck | | | | | |
| | | | all other one cargo attended to | | | | | |

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Journal from

towards

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|------------------|---------|-------|--------|---|--------|----|
| 1 | | | | | | New London Feb 18/30 | | |
| 2 | | | | | | This day was fine throughout with | | |
| 3 | | | | | | moderate to light breeze & a steady | | |
| 4 | | | | | | at 6 pm sand took off all other | | |
| 5 | | | | | | all necessary attended to | | |
| 6 | | | | | | | | |
| 7 | | | | | | New London Feb 19/30 | | |
| 8 | | | | | | This day was fine throughout with | | |
| 9 | | | | | | light breeze sand to 8C all necessary | | |
| 10 | | | | | | attended to | | |
| 11 | | | | | | | | |
| 12 | | | | | | New London Feb 20/30 | | |
| 1 | | | | | | This day was fine throughout with | | |
| 2 | | | | | | light breeze sand all necessary attended to | | |
| 3 | | | | | | | | |
| 4 | | | | | | New London Feb 21/30 | | |
| 5 | | | | | | This day was fine throughout with | | |
| 6 | | | | | | light variable wind all necessary | | |
| 7 | | | | | | attended to | | |
| 8 | | | | | | | | |
| 9 | | | | | | New London Feb 22/30 | | |
| 10 | | | | | | This day was thick with fog through | | |
| 11 | | | | | | sand with light breeze sand all | | |
| 12 | | | | | | all necessary attended to | | |

Journal from

towards

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---------|-------|--------|---|--------|----|
| 1 | | | | | | New London Feb 23/30 | | |
| 2 | | | | | | This day was thick with fog until | | |
| 3 | | | | | | 8 p.m. then cleared up & cloudy all other times | | |
| 4 | | | | | | Wind light breeze S.E. | | |
| 5 | | | | | | New London Feb 24/30 | | |
| 6 | | | | | | This day was thick with fog from | | |
| 7 | | | | | | last port side with light breeze some | | |
| 8 | | | | | | to all necessary attended to | | |
| 9 | | | | | | New London Feb 25/30 | | |
| 10 | | | | | | This day was thick with fog | | |
| 11 | | | | | | all day with light breeze so all | | |
| 12 | | | | | | necessary attended to | | |
| 1 | | | | | | New London Feb 26/30 | | |
| 2 | | | | | | This day was cloudy throughout | | |
| 3 | | | | | | with light rain & usually with light | | |
| 4 | | | | | | breeze on E at 9:30 p.m. large boat | | |
| 5 | | | | | | Came along side took vessel in | | |
| 6 | | | | | | stream & anchor with 45 fathoms | | |
| 7 | | | | | | of chain all other necessaryatten | | |
| 8 | | | | | | ded to | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--------------------------------|--|--------|----------|--------|----|
| 1 | | | New London Mar 4 th | S | | | | |
| 2 | | | | This day was fine throughout with | | | | |
| 3 | | | | fresh D. and breeze wind all necessary | | | | |
| 4 | | | | attended to | | | | |
| 5 | | | New London Mar 5 th | D | | | | |
| 6 | | | | This day was fine throughout | | | | |
| 7 | | | | with light breeze southerly all necessary | | | | |
| 8 | | | | attended to | | | | |
| 9 | | | New London Mar 6 th | S | | | | |
| 10 | | | | This day was fine throughout with | | | | |
| 11 | | | | light air north west - east wind southerly | | | | |
| 12 | | | | all necessary attended to | | | | |
| 13 | | | New London Mar 7 th | S | | | | |
| 14 | | | | This day was fine throughout | | | | |
| 15 | | | | with light northerly winds all necessary | | | | |
| 16 | | | | attended to | | | | |
| 17 | | | New London Mar 8 th | S | | | | |
| 18 | | | | This day was thick wind - S | | | | |
| 19 | | | | attended to | | | | |

~~necessary attended time~~

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|-------------------------------------|-------|--------|----------|--------|----|
| 1 | | | New London Mar 9/30 | | | | | |
| 2 | | | This day was fine throughout and | | | | | |
| 3 | | | wid fresh breeze moved to west all | | | | | |
| 4 | | | all necessary attended to | | | | | |
| 5 | | | New London Mar 10/30 | | | | | |
| 6 | | | This day was fine throughout and | | | | | |
| 7 | | | light southerly winds all necessary | | | | | |
| 8 | | | attended to | | | | | |
| 9 | | | New London Mar 11/30 | | | | | |
| 10 | | | This day was fine first half part | | | | | |
| 11 | | | rainy with moderate breeze easterly | | | | | |
| 12 | | | all necessary attended to | | | | | |
| 13 | | | New London Mar 12/30 | | | | | |
| 14 | | | This day was rainy first half part | | | | | |
| 15 | | | part fine with moderate breeze ssw | | | | | |
| 16 | | | all necessary attended to | | | | | |
| 17 | | | New London Mar 13/30 | | | | | |
| 18 | | | This day was fine throughout with | | | | | |
| 19 | | | moderate breeze westerly all after | | | | | |
| 20 | | | me necessary attended to | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
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| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--------------------------------------|-------|--------|----------|--------|----|
| 1 | | | New London Mar 14/30 | | | | | |
| 2 | | | This day was fine throughout | | | | | |
| 3 | | | wid fresh breeze north all necessary | | | | | |
| 4 | | | attended to | | | | | |
| 5 | | | New London Mar 15/30 | | | | | |
| 6 | | | This day was fine throughout | | | | | |
| 7 | | | with moderate breeze north all | | | | | |
| 8 | | | necessary attended to | | | | | |
| 9 | | | New London Mar 16/30 | | | | | |
| 10 | | | This day was fine throughout | | | | | |
| 11 | | | with light breeze ssw all necessary | | | | | |
| 12 | | | attended to | | | | | |
| 13 | | | New London Mar 17/30 | | | | | |
| 14 | | | This day was fine throughout | | | | | |
| 15 | | | with moderate breeze cn & all after | | | | | |
| 16 | | | necessary attended to | | | | | |
| 17 | | | New London Mar 18/30 | | | | | |
| 18 | | | This day was fine first half part | | | | | |
| 19 | | | part breezy & rainy with light | | | | | |
| 20 | | | breeze sse to south all necessary | | | | | |
| 21 | | | attended to | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---|-------|--------|----------|--------|----|
| 1 | | | New London Mar 19/30 | | | | | |
| 2 | | | This day was fine throughout | | | | | |
| 3 | | | with fresh to light breeze eew all | | | | | |
| 4 | | | necessary attended to | | | | | |
| 5 | | | New London Mar 20/30 | | | | | |
| 6 | | | This day was fine throughout with | | | | | |
| 7 | | | moderate breeze west first half part | | | | | |
| 8 | | | & in all necessary attended to | | | | | |
| 9 | | | New London Mar 21/30 | | | | | |
| 10 | | | This day was fine throughout with | | | | | |
| 11 | | | fresh to light breeze eew all necessary | | | | | |
| 12 | | | attended to | | | | | |
| 13 | | | New London Mar 22/30 | | | | | |
| 14 | | | This day was fine throughout with | | | | | |
| 15 | | | fresh to strong breeze eew all | | | | | |
| 16 | | | necessary attended to | | | | | |
| 17 | | | New London Mar 23/30 | | | | | |
| 18 | | | This day was fine throughout with | | | | | |
| 19 | | | fresh to moderate breeze eew all | | | | | |
| 20 | | | necessary attended to | | | | | |
| 21 | | | New London Mar 24/30 | | | | | |
| 22 | | | This day was fine throughout with | | | | | |
| 23 | | | moderate breeze scattered all necessary | | | | | |
| 24 | | | attended to | | | | | |
| 25 | | | New London Mar 25/30 | | | | | |
| 26 | | | This day was fine throughout with | | | | | |
| 27 | | | moderate breeze west all necessary | | | | | |
| 28 | | | attended to | | | | | |
| 29 | | | New London Mar 26/30 | | | | | |
| 30 | | | This day was fine throughout with | | | | | |
| 31 | | | fresh to strong breeze west all necessary | | | | | |
| 1 | | | attended to | | | | | |
| 2 | | | New London Mar 27/30 | | | | | |
| 3 | | | This day was fine throughout with | | | | | |
| 4 | | | fresh to strong breeze west all necessary | | | | | |
| 5 | | | attended to | | | | | |
| 6 | | | New London Mar 28/30 | | | | | |
| 7 | | | This day was fine throughout with | | | | | |
| 8 | | | fresh to moderate breeze west all | | | | | |
| 9 | | | necessary attended to | | | | | |
| 10 | | | to | | | | | |
| 11 | | | New London Mar 29/30 | | | | | |
| 12 | | | This day was fine throughout with | | | | | |
| 13 | | | fresh to moderate breeze west to | | | | | |
| 14 | | | all necessary attended to | | | | | |
| 15 | | | to | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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Journal from

towards

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | day of | 19 |
|---------|----|------------------|---|-------|--------|----------|--------|----|
| 1 | | | New London Mar 28/30 | | | | | |
| 2 | | | This day was fine throughout with light breeze & sea had light air & wind all necessary attended to | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | New London Mar 29/30 | | | | | |
| 8 | | | This day was fine but last part with light rain with light breeze & sea all necessary attended to | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |
| 13 | | | New London Mar 30/30 | | | | | |
| 14 | | | This day was fine throughout with light & breezy & sea had light air & wind all necessary attended to | | | | | |
| 15 | | | | | | | | |
| 16 | | | | | | | | |
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| 18 | | | | | | | | |
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Journal from New London towards Newport Ovens

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 6 | day of Apr | 19 |
|----|----|-----------------|------------------|----------|-----------------|--------------------------|---|------------|----|
| 1 | 8 | | south south west | moderate | | Pm | | | |
| 2 | 8 | | " | " | " | This day began cloudy | | | |
| 3 | 9 | | " | " | " | with moderate breeze & | | | |
| 4 | 9 | | " | " | " | smoother sea | | | |
| 5 | 9 | | " | " | " | | | | |
| 6 | 9 | | " | " | " | at 1:30 pm stamed | | | |
| 7 | 9 | | " | " | " | 4th ship | | | |
| 8 | 9 | | " | " | " | | | | |
| 9 | 1 | | wso | south | 5 th | at 3 pm stamed tacking | | | |
| 10 | 1 | | " | " | " | at 7 pm took in | | | |
| 11 | 1 | | " | " | " | Spanker & flying ship | | | |
| 12 | 1 | | ssw | west | " | and lowered fore sail | | | |
| 1 | | | | | | To pieces took in | | | |
| 2 | | | | | | mainsail | | | |
| 3 | | | | | | at 12 midnight came | | | |
| 4 | | | | | | to anchor with 70 | | | |
| 5 | | | | | | fathoms of chain took | | | |
| 6 | | | | | | in all sail | | | |
| 7 | | | | | | at 4 am wind abt | | | |
| 8 | | | | | | Geiger for | | | |
| 9 | | | | | | bare sail | | | |
| 10 | | | | | | Day ended fine with | | | |
| 11 | | | | | | moderate to light breeze | | | |
| 12 | | | | | | north to nor | | | |
| | | | | | | Pumps light lookout & | | | |
| | | | | | | Careful attended to | | | |
| | | | | | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 7 | day of Apr | 19 |
|----|----|-----------------|---------|-------|--------|----------|---|------------|----|
|----|----|-----------------|---------|-------|--------|----------|---|------------|----|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 7 | day of Apr | 19 |
|----|----|-----------------|---------|----------|--------|---------------------|---|------------|----|
| 1 | | | west | moderate | | Pm | | | |
| 2 | | | " | " | " | This day began fine | | | |
| 3 | | | " | " | " | with light breeze | | | |
| 4 | | | " | " | " | W SW | | | |
| 5 | | | " | " | " | | | | |
| 6 | | | " | " | " | at 12 midnight | | | |
| 7 | | | " | " | " | had under way much | | | |
| 8 | | | " | " | " | lower sail | | | |
| 9 | | | " | " | " | | | | |
| 10 | | | " | " | " | | | | |
| 11 | | | " | " | " | | | | |
| 12 | | | " | " | " | | | | |
| 1 | * | | west | | | Crew employed at | | | |
| 2 | | | wsgs | | | vessel work | | | |
| 3 | | | " | | | | | | |
| 4 | | | " | | | | | | |
| 5 | | | " | | | | | | |
| 6 | | | " | | | | | | |
| 7 | | | " | | | | | | |
| 8 | | | " | | | | | | |
| 9 | | | " | | | | | | |
| 10 | | | " | | | | | | |
| 11 | | | " | | | | | | |
| 12 | | | " | | | | | | |
| | | | wgn | | | | | | |
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Journal from New London

towards Newport Ovens v.a.

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 8 | day of Apr | 1930 |
|----|----|-----------------|---------|-------|--------|----------------------------|---|------------|------|
| 1 | | | | | | Pm | | | |
| 2 | | | | | | This day began fine | | | |
| 3 | | | | | | with fresh breeze & smooth | | | |
| 4 | | | | | | sea | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |
| 8 | | | | | | | | | |
| 9 | | | | | | | | | |
| 10 | | | | | | | | | |
| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| 1 | | | | | | | | | |
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| 3 | | | | | | | | | |
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| 10 | | | | | | | | | |
| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| | | | | | | | | | |

Day ended fine with
moderate to light breeze
north to nor
Pumps light lookout &
light Careful attended to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|-----------------|-----------|---------------|-------------|-----------------------|---------------|------------|-------------|
| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 9 | day of Apr | 1930 |
| 1 | | | | | | Pm | | | |
| 2 | | | | | | This day began fine | | | |
| 3 | | | | | | with light air north | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | at 2 pm got under way | | | |
| 6 | | | | | | under whale sail | | | |
| 7 | | | | | | | | | |
| 8 | | | | | | | | | |
| 9 | | | | | | | | | |
| 10 | | | | | | | | | |
| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| 1 | | | | | | | | | |
| 2 | | | | | | | | | |
| 3 | | | | | | | | | |
| 4 | | | | | | | | | |
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| 6 | | | | | | | | | |
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| 8 | | | | | | | | | |
| 9 | | | | | | | | | |
| 10 | | | | | | | | | |
| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| | | | | | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 | |
|--------|----------|-----------------|---|-----------------|-------------|-----------|---------------|----------|-------------|
| 1 | | | Newport | Newsp Apr 11/30 | | | | | |
| 2 | | | This day was fine throughout & carried | | | | | | |
| 3 | | | light breeze from ad 8 am Caulkers & | | | | | | |
| 4 | | | battens Cleaned began to work on | | | | | | |
| 5 | | | Vessels painter warped in till 4 pm | | | | | | |
| 6 | | | Crew employed putting rings on | | | | | | |
| 7 | | | wood heads all one crew all attended to | | | | | | |
| 8 | | | Newport News Apr 12/30 | | | | | | |
| 9 | | | This day was fine throughout | | | | | | |
| 10 | | | with light breeze from side to side | | | | | | |
| 11 | | | aboard at 8 ad 12 noon paid off | | | | | | |
| 12 | | | Crew of 4 Sailors Caulkers employed | | | | | | |
| 1 | | | warp been taken at 4 pm all | | | | | | |
| 2 | | | after necessary attended to | | | | | | |
| 3 | | | Newport News Apr 13/30 | | | | | | |
| 4 | | | This day was fine throughout with | | | | | | |
| 5 | | | light breeze on S wind & Capt employed | | | | | | |
| 6 | | | Cleaning and water tanks all necessary | | | | | | |
| 7 | | | attended to | | | | | | |
| 8 | | | Newport News Apr 14/30 | | | | | | |
| 9 | | | This day was fine throughout with | | | | | | |
| 10 | | | light & variable winds. Caulkers | | | | | | |
| 11 | | | employed. Caulking vessels painter | | | | | | |
| 12 | | | all other necessary attended to | | | | | | |
| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 | |

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 | |
|--------|----------|-----------------|--|---------------|-------------|-----------|---------------|----------|-------------|
| 1 | | | Newport news Apr 15/30 | | | | | | |
| 2 | | | This day was rainy from 9 am down | | | | | | |
| 3 | | | the Cleared off fine with light air in & | | | | | | |
| 4 | | | D Cal Caulkers employed part of day | | | | | | |
| 5 | | | all after one crew all attended to | | | | | | |
| 6 | | | Newport News Apr 16/30 | | | | | | |
| 7 | | | This day was hazy throughout with | | | | | | |
| 8 | | | light Easterly wind ad 11 am Crew | | | | | | |
| 9 | | | up 6 sailors Came on board ad 2 pm | | | | | | |
| 10 | | | and boat Came alone side took vessel | | | | | | |
| 11 | | | D Coal pier ad Newport news ad 8 pm | | | | | | |
| 12 | | | began to load coal all other necessary | | | | | | |
| 1 | | | attended to | | | | | | |
| 2 | | | Newport news Apr 17/30 | | | | | | |
| 3 | | | This day was fine throughout with | | | | | | |
| 4 | | | light breeze on S D lighted vessel to 28 E | | | | | | |
| 5 | | | Crew employed getting vessel ready for | | | | | | |
| 6 | | | sea and taking stars turned all | | | | | | |
| 7 | | | other necessary attended to | | | | | | |
| 8 | | | Newport opening Apr 18/30 | | | | | | |
| 9 | | | This day began fine with light breeze | | | | | | |
| 10 | | | West D Calm ad 5:30 am had under way under | | | | | | |
| 11 | | | whole sail & Proceeded D 10:30 am | | | | | | |
| 12 | | | Ends harbor log D began sea log on | | | | | | |
| 1 | | | same date beginning ad 12 noon | | | | | | |
| 2 | | | | | | | | | |
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| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 | |

Journal from Newport News towards Calais main

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, 22 nd day of Apr 1930 |
|----|----|-----------------|---------------|-------|--------|---|
| 1 | | | | | | <i>Per</i> This day began with Calm |
| 2 | | | | | | at 1230 noon Came to anchor and side of Thimble |
| 3 | | | | | | at 4:30 pm had under Way under whole sail |
| 4 | | | | | | at 1030 am was appressed of Cape Henry light vessel |
| 5 | 3 | 4 | W. N. W. 140° | " | " | |
| 6 | 5 | 6 | " | " | " | |
| 7 | 7 | 8 | " | " | " | |
| 8 | 7 | 8 | " | " | " | |
| 9 | 7 | 8 | " | " | " | |
| 10 | 3 | 4 | East bound | " | " | |
| 11 | 2 | 3 | " | " | " | |
| 12 | 2 | 3 | " | " | " | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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| 37.1 in | | | | | | | | | |

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Journal from Newport News towards Calais main

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 26 | day of Apr | 1930 |
|----|----|-----------------|----------------|----------|--------|----------------------|----|------------|------|
| 1 | 2 | | westerly | " | " | pm | | | |
| 2 | 3 | | " | " | " | This day began fine | | | |
| 3 | 3 | | " | " | " | with light air & | | | |
| 4 | 3 | | " | westerly | " | smooth sea | | | |
| 5 | 3 | | " | " | " | | | | |
| 6 | 5 | | " | " | " | | | | |
| 7 | 6 | | " | " | " | | | | |
| 8 | 5 | | " | " | " | | | | |
| 9 | 6 | | " | " | " | | | | |
| 10 | 6 | | " | " | " | | | | |
| 11 | 7 | | " | " | " | | | | |
| 12 | 7 | | " | " | " | | | | |
| 1 | 7 | | " | " | " | | | | |
| 2 | 6 | | " | " | " | | | | |
| 3 | 6 | | " | " | " | | | | |
| 4 | 6 | | " | " | " | | | | |
| 5 | 1 | | westerly north | 140° | | Day cloudy fine with | | | |
| 6 | 1 | | westerly west | " | | light breeze | | | |
| 7 | 3 | | westerly west | " | " | | | | |
| 8 | 4 | | " | " | " | | | | |
| 9 | 5 | | westerly west | " | " | Pump light loaded | | | |
| 10 | 6 | | " | westerly | " | & light cargo | | | |
| 11 | 5 | | " | " | " | attended to | | | |
| 12 | 5 | | " | " | " | | | | |

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| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 26 | day of Apr | 1930 |
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1 6 westerly 0 pm
 2 6 " " "
 3 9 westerly " "
 4 10 " " "
 5 10 " " "
 6 8 " " "
 7 6 " " "
 8 6 " " "
 9 7 " " "
 10 8 westerly west "
 11 8 " " "
 12 8 " " "
 1 " " " 140° crew employed at
 2 " " " vessel work
 3 " " " "
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 7 6 westerly west "
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 11 11 westerly " "
 12 " " " "

at 12 midnith was
appressed of around deck
back

Day cloudy fine with
light breeze & smooth
sea

pump light loaded
and light cargo attended
to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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Journal from Newport News towards Calais main

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 28 | day of Apr | 1930 |
|----|----|-----------------|---------|-------|--------|---------------------|----|------------|------|
| 1 | | | | | | pm | | | |
| 2 | | | | | | This day began fine | | | |
| 3 | | | | | | with light breeze & | | | |
| 4 | | | | | | smooth sea | | | |
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| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
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1 6 westerly 0 pm
 2 6 " " "
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 10 8 westerly west "
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 12 8 " " "
 1 " " " 140° crew employed at
 2 " " " vessel work
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 7 6 westerly west "
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 11 11 westerly " "
 12 " " " "

Eastport April 29/30
 This day was fine throughout with light air north wind last part south with fresh breeze crew employed scrapping haws all other necessary attended to

Eastport May 1st 1930
 This day was fine throughout with light winds crew employed at cleaning smart haws and painting gaffs all other necessary attended to

Eastport May 2nd 1930
 This day was fine throughout with light breeze southwesterly crew employed painting masts heads & gaffs all other access args attended to

Eastport May 3rd 1930
 This day was fine throughout with fresh strong breeze crew employed painting hatches all other necessary attended to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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Journal from

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| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by |
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| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---------|-------|--------|---|--------|----|
| 1 | | | | | | Eastport May 8 th /30 | | |
| 2 | | | | | | This day was fine throughout with light breeze northward wind. Eastport southerly | | |
| 3 | | | | | | Crew employed at vessel work all after | | |
| 4 | | | | | | necessary attended to | | |
| 5 | | | | | | Eastport May 9 th /30 | | |
| 6 | | | | | | This day was fine throughout with light variable winds. Crew employed scrubbing | | |
| 7 | | | | | | paint all after necessary attended to | | |
| 8 | | | | | | Eastport May 10/30 | | |
| 9 | | | | | | This day was fine & cloudy with light | | |
| 10 | | | | | | to fresh breeze northerly at 2:30 pm | | |
| 11 | | | | | | Fog boat came along side York vessel up | | |
| 12 | | | | | | hove at 6 pm came to anchor off | | |
| 1 | | | | | | Indian head with 45 fathoms abr | | |
| 2 | | | | | | all after necessary attended to | | |
| 3 | | | | | | Sunday May 11/30 | | |
| 4 | | | | | | This day was fine throughout with | | |
| 5 | | | | | | fresh to light breeze not first East port | | |
| 6 | | | | | | S. Crew at leisure all necessary attended | | |
| 7 | | | | | | to | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by C. |
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7 Calais May 16^d/30
8 This day was thick with fog this
9 last part fine with light breeze & t
10 & on in stelears working cargo
11 all day all after one necessary attended
12 to

1 Cabo May 17/90 ^{do}
2 This day was fine throughout with
3 light & moderate fresh wⁿ at 33°
4 from Stevedors finished discharging
5 cargo & crew imp. cargo at wharf work
6 all other one necessary attended to

Calais May 18/90
This day was very bright throughout with
light breeze easterly at 2 pm the boat came
along side took vessel to ballast port at 6
pm came to anchor at ~~East Point~~ all night
and was still there at 6 am.

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---------|-------|--------|---|--------|----|
| 1 | | | | | | Egmont May 19/50 | | |
| 2 | | | | | | This day was fine throughout with light air in a ENE field ad 7 cm. Came SSW with light & moderate breeze ad 7 30 cm. Tug boat came along side took vessel and anchor up pressed ab | | |
| 3 | | | | | | May 20 farther light house in 4 fathoms | | |
| 4 | | | | | | of water with 40 fathoms of chain all | | |
| 5 | | | | | | after excess arrt attended to | | |
| 6 | | | | | | May 20 th /50 | | |
| 7 | | | | | | This day began. Rainy with light | | |
| 8 | | | | | | breeze S E ad 4 cm. put underway | | |
| 9 | | | | | | under whale sail & proceeded | | |
| 10 | | | | | | Sea so high early toarback fog | | |
| 11 | | | | | | to began sea fog on same date | | |
| 12 | | | | | | Swallow fog 0 | | |
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| 8 | | | | " | " | | | |
| 8 | | | | " | " | | | |
| 5 | | | | " | " | | | |
| 5 | | | | " | " | | | |
| 7 | | | | " | " | | | |
| 7 | | | | " | " | | | |
| 8 | | | | " | " | | | |
| 8 | | | | " | " | | | |
| 5 | | | | " | " | | | |
| 5 | | | | " | " | | | |
| 7 | | | | " | " | | | |
| 7 | | | | " | " | | | |
| 8 | | | | " | " | | | |
| 8 | | | | " | " | | | |
| 5 | | | | " | " | | | |
| 5 | | | | " | " | | | |
| 7 | | | | " | " | | | |
| 7 | | | | | | | | |

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 20 | day of | May | 19 |
|----|----|------------------|---------|-------|--------|----------------------|----|--------|-----|----|
| 1 | 8 | | S SW | on E | 0 | Pm | | | | |
| 2 | 8 | | " | " | " | This day began rainy | | | | |
| 3 | 9 | | " | " | " | with moderate breeze | | | | |
| 4 | 9 | | " | " | " | & minute sea | | | | |
| 5 | 9 | | " | " | " | | | | | |
| 6 | 9 | | " | " | " | | | | | |
| 7 | 7 | | " | " | " | | | | | |
| 8 | 6 | | " | " | " | | | | | |
| 9 | 6 | | " | " | " | | | | | |
| 10 | 2 | | " | " | " | | | | | |
| 11 | 2 | | SW | SW | 0 | Crew employed at | | | | |
| 12 | 3 | | " | " | " | hatch work | | | | |
| 1 | 3 | | " | " | " | | | | | |
| 2 | 4 | | " | " | " | | | | | |
| 3 | 4 | | " | " | " | | | | | |
| 4 | 4 | | " | " | " | | | | | |
| 5 | 7 | | W SW | SW | 1/4 | | | | | |
| 6 | 7 | | " | " | " | | | | | |
| 7 | 7 | | " | " | " | | | | | |
| 8 | 8 | | " | " | " | | | | | |
| 9 | 7 | | " | " | " | | | | | |
| 10 | 7 | | " | " | " | | | | | |
| 11 | 7 | | SW | W | " | | | | | |
| 12 | 7 | | " | " | " | | | | | |

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in Lon. at Obs.

Journal from Lalais Point towards Newport News

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 21 st day of May 1930 |
|----|----|-----------------|----------|-------|--------|--------------------------|----------------------------------|
| 1 | 4 | | S by WSW | W | 1hd | Pm | |
| 2 | 4 | | " | " | " | This day began fine and | |
| 3 | 5 | | " | " | " | Moderate breeze & smooth | |
| 4 | 6 | | " | " | " | sea | |
| 5 | 4 | | SSW | SW | " | | |
| 6 | 4 | | " | " | " | | |
| 7 | 5 | | " | " | " | | |
| 8 | 5 | | " | " | " | Crew employed at | |
| 9 | 5 | | SSW | WSE | " | Rigging work & | |
| 10 | 5 | | " | " | " | washing paint | |
| 11 | 6 | | " | " | " | | |
| 12 | 7 | | " | " | " | | |
| 1 | 7 | | SSE | WSW | " | | |
| 2 | 7 | | " | " | " | | |
| 3 | 7 | | " | " | " | | |
| 4 | 8 | | WSW | SW | " | Day ends fine with | |
| 5 | 7 | | " | " | " | light air & smooth | |
| 6 | 7 | | " | " | " | sea | |
| 7 | 7 | | " | " | " | | |
| 8 | 7 | | " | " | " | | |
| 9 | 7 | | " | " | " | | |
| 10 | 6 | | " | " | " | | |
| 11 | 5 | | " | " | " | | |
| 12 | 5 | | " | " | " | | |

| D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|-------|-------------|-----------|---------------|----------|-------------|
| | | | | | |

Crew employed washing
Paint & other work

Dog Bay fine sand
light & moderate
bays & boulders

Pump light loosened
& light Careful
attended to.

Journal from Calais Main towards Newport Kews

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 29 | day of May 1930 |
|----|----|-----------------|-----------------|----------|--------|-----------------------------------|----|-----------------|
| 1 | 6 | | W by S over gas | Westerly | " | This day began fine | | |
| 2 | 7 | | " " | " | " | with moderate breeze & smooth sea | | |
| 3 | 6 | | " " | " | " | | | |
| 4 | 6 | | " " | " | " | | | |
| 5 | 5 | | West over | " | " | | | |
| 6 | 5 | | " over E | Westerly | " | | | |
| 7 | 3 | | " " | " | " | | | |
| 8 | 1 | | W by E | " | " | Screw employed ad | | |
| 9 | 3 | | " " | " | " | wetted work | | |
| 10 | 3 | | " " | " | " | | | |
| 11 | 4 | | W by W | Easterly | " | | | |
| 12 | 4 | | " " | " | " | | | |
| 1 | 5 | | " | " | " | | | |
| 2 | 5 | | " | " | " | Day cloudy fine with | | |
| 3 | 6 | | " | " | " | moderate breeze | | |
| 4 | 6 | | " | " | " | | | |
| 5 | 7 | | " | " | " | | | |
| 6 | 7 | | " | " | " | | | |
| 7 | 7 | | " | " | " | | | |
| 8 | 7 | | " | " | " | Pumps light looked | | |
| 9 | 7 | | " | " | " | & light careful | | |
| 10 | 7 | | " | " | " | attended to | | |
| 11 | 7 | | " | " | " | | | |
| 12 | 7 | | " | " | " | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 24 | day of May 1930 |
|----|----|-----------------|-----------------|-------|--------|----------------------|----|-----------------|
| 1 | 7 | | W by S | SS E | 140° | pm | | |
| 2 | 7 | | " | " | " | This day began fine | | |
| 3 | 6 | | " | " | " | with light breeze & | | |
| 4 | 6 | | " | " | " | smooth sea | | |
| 5 | 6 | | " | " | " | | | |
| 6 | 6 | | " | " | " | | | |
| 7 | 5 | | " | " | " | Screw employed ad | | |
| 8 | 5 | | " | " | " | wetted work | | |
| 9 | 7 | | " | " | " | � took in all light | | |
| 10 | 7 | | " | " | " | sails & went ashore | | |
| 11 | 7 | | " | " | " | | | |
| 12 | 4 | | W by S south | 140° | " | | | |
| 1 | 5 | | " | " | " | | | |
| 2 | 5 | | " | " | " | Day cloudy fine with | | |
| 3 | 5 | | " | " | " | light breeze | | |
| 4 | 6 | | " | " | " | | | |
| 5 | 9 | | " | " | " | | | |
| 6 | 9 | | " | " | " | | | |
| 7 | 10 | | W by S over gas | " | " | | | |
| 8 | 9 | | " | " | " | | | |
| 9 | 9 | | " | " | " | | | |
| 10 | 9 | | " | " | " | | | |
| 11 | 9 | | " | " | " | | | |
| 12 | 10 | | " | " | " | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from Calais Main towards Newport Kews

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 25 | day of May 1930 |
|----|----|-----------------|---------|-------|--------|--------------------------|----|-----------------|
| 1 | | | | | | pm | | |
| 2 | | | | | | This day began fine with | | |
| 3 | | | | | | fresh breeze | | |
| 4 | | | | | | ad 230 pm was appressed | | |
| 5 | | | | | | of Cape Henry | | |
| 6 | | | | | | ad 5:30 pm came | | |
| 7 | | | | | | to anchor ad newport | | |
| 8 | | | | | | cribs - hoisted all sail | | |
| 9 | | | | | | all - other one cisterns | | |
| 10 | | | | | | attended to | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |
| 1 | | | | | | | | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---------|-------|--------|----------|--------|----|
| 1 | | | | | | | | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |
| 1 | | | | | | | | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from

towards

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | day of | | |
|--------|----------|------------------|-----------|---------------|-------------|---|---------------|----------|-------------|
| 1 | | | | | | Newport News Mo 8/8/30 | 19 | | |
| 2 | | | | | | This day was fine throughout | | | |
| 3 | | | | | | with fresh breeze from NNE ad 180 fm | | | |
| 4 | | | | | | had under way under forestay sail & | | | |
| 5 | | | | | | Jiff & Geiger went over to Seawells point | | | |
| 6 | | | | | | ad 3 fm Cane D anchor ad Seawells point | | | |
| 7 | | | | | | lowered art sail ad 5' 15 fm stars came | | | |
| 8 | | | | | | in board all other necessary | | | |
| 9 | | | | | | attended to | | | |
| 10 | | | | | | Seawells Point June 1 st 1930 | | | |
| 11 | | | | | | This day was fine throughout | | | |
| 12 | | | | | | with Calm ad 4 fm gentle light breeze | | | |
| 1 | | | | | | had under way under whale sail and | | | |
| 2 | | | | | | proceeded up Hampton Roads ad 945 | | | |
| 3 | | | | | | pm Cane D anchor lowered art sail | | | |
| 4 | | | | | | led anchor watch all other necessary | | | |
| 5 | | | | | | attended to | | | |
| 6 | | | | | | June 2 nd / 30 | | | |
| 7 | | | | | | This day began fine and light air | | | |
| 8 | | | | | | westerly ad 330 am had under way under | | | |
| 9 | | | | | | whale sail & proceeded to sea ad 6 fm | | | |
| 10 | | | | | | was impressed of Cape Henry so bear Long Island | | | |
| 11 | | | | | | say to began sea lat ad 12 noon | | | |
| 12 | | | | | | | | | |
| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |

Journal from *Newport News*

towards East port main

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | S | day of June | 1930 |
|----|----|-----------------|---------|---------|--------|-----------------------|---|-------------|------|
| 1 | 9 | | NE by E | SW by S | " | PM | | | |
| 2 | 4 | | " | " | " | This day began fine | | | |
| 3 | 4 | | " | " | " | with light air & | | | |
| 4 | 4 | | " | " | " | smoother sea | | | |
| 5 | 4 | | " | " | " | | | | |
| 6 | 4 | | " | " | " | | | | |
| 7 | 5 | | " | " | " | | | | |
| 8 | 6 | | " | " | " | | | | |
| 9 | 6 | | " | " | " | | | | |
| 10 | 5 | | " | " | " | Crew employed | | | |
| 11 | 6 | | East | SW | " | Painting | | | |
| 12 | 6 | | " | " | " | | | | |
| 1 | 5 | | SE by E | SW by S | " | | | | |
| 2 | 6 | | " | " | " | Day ends fine with | | | |
| 3 | 6 | | " | " | " | moderate breeze | | | |
| 4 | 6 | | " | " | " | & smooth sea | | | |
| 5 | 6 | | SE by S | W by N | " | | | | |
| 6 | 5 | | NE by E | " | " | | | | |
| 7 | 6 | | " | " | " | Pumps light leaky and | | | |
| 8 | 6 | | " | " | " | & light careful | | | |
| 9 | 6 | | " | " | " | attended to | | | |
| 10 | 6 | | " | " | " | | | | |
| 11 | 6 | | " | " | " | | | | |
| 12 | 6 | | " | " | " | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by O. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | June | day of | 2nd | 19 |
|--------|----------|-----------------|-----------|---------------|-------------|---------------------|---------------|----------|-------------|----|
| 1 | | | | | | | | | | |
| 2 | 0 | 0 | 0 | Calm | 0 | | | | | |
| 3 | 0 | " | " | " | " | | | | | |
| 4 | 1 | 164° | 18° | " | " | This day began fine | | | | |
| 5 | 2 | " | " | " | " | with Calms | | | | |
| 6 | 7 | " | " | " | " | | | | | |
| 7 | 7 | " | " | " | " | | | | | |
| 8 | 7 | " | " | " | " | | | | | |
| 9 | 6 | Com & St | " | " | " | | | | | |
| 10 | 4 | " | " | " | " | Crew employed | | | | |
| 11 | 4 | " | " | " | " | painting | | | | |
| 12 | 3 | " | Stand | " | " | | | | | |
| 1 | 3 | " | " | " | " | | | | | |
| 2 | 2 | " | " | " | " | | | | | |
| 3 | 2 | " | SW | " | " | | | | | |
| 4 | 3 | " | " | " | " | | | | | |
| 5 | 3 | " | " | " | " | | | | | |
| 6 | 2 | " | " | " | " | | | | | |
| 7 | 3 | " | " | " | " | | | | | |
| 8 | 3 | " | " | " | " | | | | | |
| 9 | 3 | " | " | " | " | | | | | |
| 10 | 1 | WNE | SW | " | " | | | | | |
| 11 | 1 | " | " | " | " | | | | | |
| 12 | 2 | " | " | " | " | | | | | |
| | 2 | " | " | " | " | | | | | |
| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|------------------------|---------------|-------------|-------------|
| H. | K. | ½K. | Courses | Winds | Leeway | Remarks, | 4 | day of June | 1930 |
| 1 | 5 | " | ent | WSW | 0 | pm | | | |
| 2 | 6 | " | " | " | " | This day began fine | | | |
| 3 | 5 | " | " | " | " | with moderate breeze | | | |
| 4 | 5 | " | nelon | Souther | " | & smooth sea | | | |
| 5 | 6 | " | " | " | " | | | | |
| 6 | 7 | " | " | " | " | | | | |
| 7 | 7 | " | " | " | " | | | | |
| 8 | 7 | " | " | " | " | Brew employed painting | | | |
| 9 | 8 | " | " | " | " | | | | |
| 10 | 8 | " | " | " | " | | | | |
| 11 | 8 | " | " | " | " | | | | |
| 12 | 8 | " | " | " | " | | | | |
| 1 | 4 | " | " | " | " | | | | |
| 2 | 8 | ent | WSE | " | " | | | | |
| 3 | 9 | " | " | " | " | | | | |
| 4 | 8 | " | " | " | " | | | | |
| 5 | 8 | " | " | " | " | | | | |
| 6 | 8 | " | " | " | " | | | | |
| 7 | 8 | " | " | " | " | | | | |
| 8 | 9 | " | " | " | " | | | | |
| 9 | 8 | " | " | " | " | | | | |
| 10 | 8 | " | " | " | " | | | | |
| 11 | 8 | " | " | " | " | | | | |
| 12 | 8 | " | " | " | " | | | | |

Journal from Newport News towards Castport Maine

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 5 | day of June 19 |
|----|----|-----------------|------------|-------|--------|--|---|----------------|
| 1 | 7 | | Course SSW | 0 | 0 | Pm | | |
| 2 | 7 | | " " | " | " | This day began fine with moderate breeze & smooth sea | | |
| 3 | 7 | | " " | " | " | | | |
| 4 | 7 | | " " | " | " | | | |
| 5 | 7 | | Course ESE | 0 | 0 | | | |
| 6 | | | | | | at 5 pm was appressed of Gay Head | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |
| 1 | | | | | | | | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | 5 | | Course NNE | 0 | 0 | at 8 Am was appressed of Great Round Shoal Sea breeze | | |
| 5 | 7 | | " " | " | " | | | |
| 6 | 7 | | " " | " | " | | | |
| 7 | 8 | | " " | " | " | | | |
| 8 | 8 | | " " | " | " | | | |
| 9 | 7 | | " " | " | " | | | |
| 10 | 7 | | " " | " | " | | | |
| 11 | 7 | | Course SSW | 0 | 0 | | | |
| 12 | 7 | | " " | " | " | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 6 | day of June 19 |
|----|----|-----------------|------------|-------|--------|---|---|----------------|
| 1 | 7 | | Course SW | 0 | 0 | Pm | | |
| 2 | 8 | | " " | " | " | This day began fine with moderate breeze & smooth sea | | |
| 3 | 8 | | " " | " | " | | | |
| 4 | 8 | | " " | " | " | | | |
| 5 | 8 | | " " | " | " | | | |
| 6 | 8 | | " " | " | " | | | |
| 7 | 9 | | " " | " | " | | | |
| 8 | 9 | | Course SSW | 0 | 0 | | | |
| 9 | 8 | | " " | " | " | | | |
| 10 | 8 | | " " | " | " | | | |
| 11 | 8 | | " " | " | " | | | |
| 12 | 8 | | Course SSW | 0 | 0 | | | |
| 1 | 9 | | " " | " | " | | | |
| 2 | 8 | | Course SSW | 0 | 0 | | | |
| 3 | 7 | | " " | " | " | | | |
| 4 | 7 | | " " | " | " | | | |
| 5 | 4 | | Course SSW | 0 | 0 | | | |
| 6 | 4 | | " " | " | " | | | |
| 7 | 4 | | " " | " | " | | | |
| 8 | 4 | | " " | " | " | | | |
| 9 | 4 | | " " | " | " | | | |
| 10 | 4 | | " " | " | " | | | |
| 11 | 4 | | " " | " | " | | | |
| 12 | 4 | | " " | " | " | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from Newport News towards Castport Maine

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 7 | day of June 1930 |
|----|----|-----------------|------------|-------|--------|--|---|------------------|
| 1 | 2 | | Course SSW | 0 | 0 | Pm | | |
| 2 | 1 | | " " | " | " | This day began thick with fog & light air | | |
| 3 | 1 | | " " | " | " | & smooth sea | | |
| 4 | 1 | | " " | " | " | | | |
| 5 | 1 | | " " | " | " | | | |
| 6 | | | Calm | | | | | |
| 7 | | | " | | | | | |
| 8 | | | " | | | | | |
| 9 | | | " | | | | | |
| 10 | | | " | | | | | |
| 11 | | | " | | | | | |
| 12 | | | " | | | | | |
| 1 | | | " | | | | | |
| 2 | | | " | | | | | |
| 3 | | | " | | | | | |
| 4 | | | " | | | | | |
| 5 | | | " | | | | | |
| 6 | | | " | | | | | |
| 7 | | | " | | | | | |
| 8 | | | " | | | | | |
| 9 | | | " | | | | | |
| 10 | | | " | | | | | |
| 11 | | | " | | | | | |
| 12 | | | " | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 8 | day of June 1930 |
|----|----|-----------------|---------|-------|--------|---|---|------------------|
| 1 | | | Calm | | | Pm | | |
| 2 | | | " | | | This day began thick with fog & Calm | | |
| 3 | | | " | | | | | |
| 4 | | | " | | | | | |
| 5 | | | " | | | | | |
| 6 | | | " | | | | | |
| 7 | | | " | | | | | |
| 8 | | | " | | | | | |
| 9 | | | " | | | | | |
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| 12 | | | " | | | | | |
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| 11 | | | " | | | | | |
| 12 | | | " | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Day ends thick with fog & Calm

Pumps light forward & lights & bell
Careful attended her

Day ends thick with fog & Calm

Pumps light forward & lights & bell
Careful attended her

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|-----|----|-----------------|---------|-------|--------|----------|--------|----|
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| 170 | | | | | | | | |

Journal from Castspard towards Newport News

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 26 | day of June |
|----|----|-----------------|----------|--------|--------|------------------------------|----|-------------|
| 1 | | | W.S.W. | | | Pm | | |
| 2 | | | " | | | This day was fine | | |
| 3 | | | " | | | with light breeze & | | |
| 4 | | | " | | | smothe sea | | |
| 5 | | | S.S.W. | | | | | |
| 6 | | | " | | | | | |
| 7 | | | " | | | | | |
| 8 | | | S.S.E. | | | Crew employed at vessel work | | |
| 9 | | | " | | | | | |
| 10 | | | " | | | | | |
| 11 | | | " | | | | | |
| 12 | | | " | | | | | |
| 1 | J | | W.G.S. | " | | 1/2 hr ad 10 Am got thick | | |
| 2 | J | | " | " | | with fog | | |
| 3 | J | | " | " | | | | |
| 4 | J | | " | " | | | | |
| 5 | J | | S.W.G.S. | S.G.S. | | Day Ends fine with | | |
| 6 | J | | " | " | | fog & smooth sea | | |
| 7 | J | | " | " | | | | |
| 8 | J | | " | " | | | | |
| 9 | J | | W.S.W. | Wind | | Pumps light lookout | | |
| 10 | J | | " | " | | & lights Careful attended to | | |
| 11 | J | | " | " | | | | |
| 12 | J | | " | " | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 27 | day of June | 19 |
|----|----|-----------------|---------------|-------|--------|------------------------------|----|-------------|----|
| 1 | 8 | | W.G.S. S.S.W. | | | 1/2 hr Pm | | | |
| 2 | 8 | | " | " | | This day began | | | |
| 3 | 7 | | " | " | | thick with fog & | | | |
| 4 | 7 | | " | " | | Moderate breeze & | | | |
| 5 | 7 | | " | " | | Smooth sea | | | |
| 6 | 7 | | " | " | | | | | |
| 7 | 7 | | " | " | | | | | |
| 8 | 7 | | " | " | | ad 1/2 hr tacked | | | |
| 9 | 7 | | " | " | | Ship | | | |
| 10 | 6 | | " | " | | | | | |
| 11 | 6 | | " | " | | and Spun her top sail | | | |
| 12 | 6 | | " | " | | twice | | | |
| 1 | 5 | | S.S.W. W.S.W. | | | to a down com land id | | | |
| 2 | 5 | | " | " | | for Repeals | | | |
| 3 | 6 | | " | " | | | | | |
| 4 | 6 | | S.G.S. W.G.S. | | | Crew Varians employed | | | |
| 5 | 9 | | " | " | | | | | |
| 6 | 9 | | " | " | | | | | |
| 7 | 9 | | " | " | | | | | |
| 8 | 9 | | " | " | | | | | |
| 9 | 7 | | " | " | | | | | |
| 10 | 7 | | " | " | | Day ends fine with | | | |
| 11 | 7 | | " | " | | fresh breeze | | | |
| 12 | 6 | | " | " | | & pumps light lookout | | | |
| | | | | | | & lights Careful attended to | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from Castspard Main towards Newport News

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 28 | day of June | 19 |
|----|----|-----------------|---------------|-------|--------|-------------------------|----|-------------|----|
| 1 | 3 | | S.G.S. W.S.W. | | 1/2 hr | Pm | | | |
| 2 | 3 | | " | " | | This day was fine | | | |
| 3 | 3 | | " | " | | throughout with | | | |
| 4 | 4 | | " | " | | Moderate at breezy | | | |
| 5 | 5 | | " | " | | | | | |
| 6 | 6 | | " | " | | | | | |
| 7 | 6 | | S.E. S.W. | | | Crew employed ad vessel | | | |
| 8 | 7 | | " | " | | work | | | |
| 9 | 6 | | S.G.S. W.S.W. | | | | | | |
| 10 | 5 | | " | " | | | | | |
| 11 | 5 | | " | " | | | | | |
| 12 | 5 | | " | " | | | | | |
| 1 | 4 | | S.S.W. W.E.D. | | | | | | |
| 2 | 6 | | " | " | | | | | |
| 3 | 6 | | " | " | | | | | |
| 4 | 6 | | " | " | | | | | |
| 5 | 2 | | " | " | | | | | |
| 6 | 2 | | " | " | | | | | |
| 7 | 2 | | " | " | | | | | |
| 8 | 1 | | " | " | | | | | |
| 9 | 1 | | " | " | | | | | |
| 10 | 0 | | " | " | | | | | |
| 11 | 0 | | " | " | | | | | |
| 12 | 0 | | " | " | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 29 | day of June | 19 |
|----|----|-----------------|----------|-------|--------|-------------------------|----|-------------|----|
| 1 | 0 | | " | " | | Pm | | | |
| 2 | 0 | | " | " | | This day began fine | | | |
| 3 | 0 | | " | " | | with Calm & Smooth sea | | | |
| 4 | 0 | | " | " | | | | | |
| 5 | 4 | | S.W.S.W. | SW.W. | | Crew employed ad vessel | | | |
| 6 | 4 | | " | " | | work | | | |
| 7 | 5 | | " | " | | | | | |
| 8 | 5 | | " | " | | | | | |
| 9 | 5 | | " | " | | | | | |
| 10 | 5 | | " | " | | | | | |
| 11 | 6 | | " | " | | | | | |
| 12 | 6 | | " | " | | | | | |
| 1 | 5 | | " | " | | | | | |
| 2 | 5 | | " | " | | | | | |
| 3 | 5 | | " | " | | | | | |
| 4 | 5 | | " | " | | | | | |
| 5 | 5 | | " | " | | | | | |
| 6 | 6 | | " | " | | | | | |
| 7 | 6 | | " | " | | | | | |
| 8 | 6 | | " | " | | | | | |
| 9 | 6 | | " | " | | | | | |
| 10 | 6 | | " | " | | | | | |
| 11 | 5 | | " | " | | | | | |
| 12 | 6 | | " | " | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

4000

Journal from ~~Eastport~~

towards ~~Newport~~ Keweenaw

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 30 | day of June |
|----|----|------------------|-------------|-------|-------------|-----------------------|----|-------------|
| 1 | 7 | | W 45 S 45 E | S SW | 1/4 to Port | | | |
| 2 | 7 | " | " | " | " | This day began fine | | |
| 3 | 7 | " | " | " | " | with moderate | | |
| 4 | 7 | " | " | " | " | breeze & smooth sea | | |
| 5 | 8 | " | " | " | " | | | |
| 6 | 8 | " | " | " | " | | | |
| 7 | 8 | " | " | " | " | | | |
| 8 | 9 | " | " | " | " | | | |
| 9 | 7 | | W SW SW | S SW | Port | Crew employed fanning | | |
| 10 | 7 | " | " | " | " | decks & painting | | |
| 11 | 6 | " | " | " | " | | | |
| 12 | 7 | " | " | " | " | | | |
| 1 | 7 | " | " | " | " | | | |
| 2 | 7 | " | " | " | " | | | |
| 3 | 7 | " | " | " | " | | | |
| 4 | 7 | " | " | " | " | | | |
| 5 | 7 | " | " | " | " | Day ends fine with | | |
| 6 | 7 | " | " | " | " | moderate breeze & | | |
| 7 | 7 | " | " | " | " | smooth sea | | |
| 8 | 8 | " | " | " | " | | | |
| 9 | 8 | | W 45 S 45 E | S SW | Port | Pumps light load and | | |
| 10 | 8 | " | " | " | " | & light Careful | | |
| 11 | 8 | " | " | " | " | attended to | | |
| 12 | 8 | " | " | " | " | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

39° 19' N

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 1-30 | day of July |
|----|----|------------------|---------|-------|-------------|-----------------------|------|-------------|
| 1 | 5 | | S E | S SW | 1/4 to Port | | | |
| 2 | 5 | " | " | " | " | This day began fine | | |
| 3 | 5 | " | " | " | " | with moderate breeze | | |
| 4 | 4 | " | " | " | " | & smooth sea | | |
| 5 | 5 | " | " | " | " | | | |
| 6 | 5 | " | " | " | " | at 6 pm stamed all | | |
| 7 | 4 | " | " | " | " | light sails | | |
| 8 | 4 | " | " | " | " | | | |
| 9 | 4 | " | " | " | " | | | |
| 10 | 4 | " | " | " | " | | | |
| 11 | 3 | | S S E | S SW | Port | Crew employed fanning | | |
| 12 | 2 | " | " | " | " | decks & painting | | |
| 1 | 2 | " | S W | S SW | " | | | |
| 2 | 2 | " | " | " | " | | | |
| 3 | 1 | " | W SW | S W | " | | | |
| 4 | 2 | " | " | " | " | | | |
| 5 | 2 | " | S W S W | W W | Port | Day ends fine with | | |
| 6 | 2 | " | " | " | " | light breeze & | | |
| 7 | 1 | " | " | " | " | smooth sea | | |
| 8 | 1 | " | " | " | " | | | |
| 9 | 1 | " | " | " | " | | | |
| 10 | 1 | " | " | " | " | | | |
| 11 | 1 | " | " | " | " | | | |
| 12 | 5 | | S W S W | W W | Port | Pumps light load and | | |
| | 5 | " | " | " | " | & light Careful | | |
| | 5 | " | " | " | " | attended to | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

38° 23' N

Journal from ~~Eastport main~~ towards ~~Newport~~ Keweenaw

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 2nd | day of July |
|----|----|------------------|---------|-------|--------|--------------------------|-----|-------------|
| 1 | 5 | | S SW | W W | Port | | | 1930 |
| 2 | 3 | " | " | " | " | This day began fine with | | |
| 3 | 3 | " | " | " | " | light breeze & smooth | | |
| 4 | 2 | | S W S W | W W | " | sea | | |
| 5 | 1 | " | S E | S SW | " | at 6 pm tacked | | |
| 6 | 1 | " | " | " | " | ship | | |
| 7 | 1 | | W SW | S W | " | | | |
| 8 | 2 | " | " | " | " | | | |
| 9 | 2 | " | " | " | " | | | |
| 10 | 2 | " | " | " | " | | | |
| 11 | 1 | " | " | " | " | | | |
| 12 | 0 | " | Calm | " | " | | | |
| 1 | 1 | | S W | SW | Port | | | |
| 2 | 1 | " | " | " | " | | | |
| 3 | 1 | " | " | " | " | | | |
| 4 | 1 | " | " | " | " | | | |
| 5 | 0 | " | Calm | " | " | | | |
| 6 | 0 | " | " | " | " | | | |
| 7 | 0 | " | " | " | " | | | |
| 8 | 0 | " | " | " | " | | | |
| 9 | 7 | | W SW | W W | Port | | | |
| 10 | 7 | " | " | " | " | | | |
| 11 | 7 | " | " | " | " | | | |
| 12 | 7 | " | " | " | " | | | |

Pumpy, light load and
light Careful attended to

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 3rd | day of July |
|----|----|------------------|---------|-------|--------|------------------------------|-----|-------------|
| 1 | 5 | | " | SW | " | Port | | 1930 |
| 2 | 5 | " | " | " | " | This day began fine with | | |
| 3 | 5 | " | S W | SW | " | moderate breeze & smooth sea | | |
| 4 | 5 | " | " | " | " | | | |
| 5 | 2 | " | " | " | " | | | |
| 6 | 2 | " | " | " | " | | | |
| 7 | 0 | " | Calm | " | " | | | |
| 8 | 0 | " | " | " | " | | | |
| 9 | 0 | " | Calm | " | " | | | |
| 10 | 0 | " | " | " | " | | | |
| 11 | 0 | " | " | " | " | | | |
| 12 | 5 | | S W SW | W W | Port | | | |
| 1 | 6 | " | " | " | " | | | |
| 2 | 6 | " | SW | SW | Port | | | |
| 3 | 6 | " | " | " | " | | | |
| 4 | 6 | " | SW | SW | Port | | | |
| 5 | 6 | " | " | " | " | | | |
| 6 | 6 | " | " | " | " | | | |
| 7 | 6 | " | W SW | W W | Port | | | |
| 8 | 5 | " | " | " | " | | | |
| 9 | 5 | " | " | " | " | | | |
| 10 | 5 | " | " | " | " | | | |
| 11 | 1 | " | " | " | " | | | |
| 12 | 1 | " | " | " | " | | | |

Pumps light load and
light Careful attended to

Journal from Eastport main towards Newpart area

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|---------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|---------|

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|------------------|---------|-------|--------|--|--------|----|
| 1 | | | | | | Newport News July 7 th /30 | | |
| 2 | | | | | | This day was fine throughout with | | |
| 3 | | | | | | light Nearie able winds all other necessary | | |
| 4 | | | | | | attenuated to | | |
| 5 | | | | | | Newport News July 8/30 | | |
| 6 | | | | | | This day was fine throughout | | |
| 7 | | | | | | with moderate breeze Easterly Capt | | |
| 8 | | | | | | & small employed sailing decks | | |
| 9 | | | | | | all other on deck necessary attenuated to | | |
| 10 | | | | | | Newport News July 9 th /30 | | |
| 11 | | | | | | This day was fine throughout | | |
| 12 | | | | | | light & fresh breeze nearie able | | |
| 1 | | | | | | all necessary attenuated to | | |
| 2 | | | | | | Newport News July 10/30 | | |
| 3 | | | | | | This day was fine throughout with | | |
| 4 | | | | | | fresh breeze on & ad 8 AM crew ab | | |
| 5 | | | | | | 6 sailors came on board to crew | | |
| 6 | | | | | | employed ad vessel work all necessary | | |
| 7 | | | | | | attenuated to | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---|-----------------|--------|----------|--------|----|
| 1 | | | Newport | News July 11/3° | | | | |
| 2 | | | This day was fine throughout with moder- | | | | | |
| 3 | | | ate breeze SSW ad 11 45 chm. The boat came | | | | | |
| 4 | | | along side dock vessel ad Coal dock ad | | | | | |
| 5 | | | 2 30 p.m. began loading Coal ad 1030 p.m. | | | | | |
| 6 | | | finished ad 10 40. The boat came along side | | | | | |
| 7 | | | boat vessel in street D anchor all | | | | | |
| 8 | | | after necessary attended to & ad | | | | | |
| 9 | | | 5 p.m. took stars in board | | | | | |
| 10 | | | Newport News July 12/3° | | | | | |
| 11 | | | This day was fine throughout with | | | | | |
| 12 | | | fresh breeze E & East breeze employed | | | | | |
| 1 | | | getting vessel ready for sea all after | | | | | |
| 2 | | | necessary attended to | | | | | |
| 3 | | | Newport News July 13/3° | | | | | |
| 4 | | | This day was fine throughout with light | | | | | |
| 5 | | | D moderate breeze SSW ad 3 30 ad 12 30 | | | | | |
| 6 | | | noon had under way under whale sail & | | | | | |
| 7 | | | proceeded to sea ad 2 p.m. was appressed of | | | | | |
| 8 | | | thimble light house ad 7 30 p.m. was appressed of | | | | | |
| 9 | | | Cape Henry to bear light Harbour | | | | | |
| 10 | | | Say D began sea Say on same date | | | | | |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|-----|----|-----------------|---------|-------|--------|--|--------|----|
| 1 | | | | | | | | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | 8 | 8 | SW | SSW | " | At 10 p.m. was off Cape Henry sighted ship bearing by compass point S 18 1/2 W from which I had taken my Departure and 64 1/2 miles on leg | | |
| 9 | " | " | " | " | " | | | |
| 10 | " | " | " | " | " | | | |
| 11 | " | " | " | " | " | | | |
| 12 | " | " | " | " | " | | | |
| 13 | " | " | " | " | " | | | |
| 14 | " | " | " | " | " | | | |
| 15 | " | " | " | " | " | | | |
| 16 | " | " | " | " | " | | | |
| 17 | " | " | " | " | " | | | |
| 18 | " | " | " | " | " | | | |
| 19 | " | " | " | " | " | | | |
| 20 | " | " | " | " | " | | | |
| 21 | " | " | " | " | " | | | |
| 22 | " | " | " | " | " | | | |
| 23 | " | " | " | " | " | | | |
| 24 | " | " | " | " | " | | | |
| 25 | " | " | " | " | " | | | |
| 26 | " | " | " | " | " | | | |
| 27 | " | " | " | " | " | | | |
| 28 | " | " | " | " | " | | | |
| 29 | " | " | " | " | " | | | |
| 30 | " | " | " | " | " | | | |
| 31 | " | " | " | " | " | | | |
| 32 | " | " | " | " | " | | | |
| 33 | " | " | " | " | " | | | |
| 34 | " | " | " | " | " | | | |
| 35 | " | " | " | " | " | | | |
| 36 | " | " | " | " | " | | | |
| 37 | " | " | " | " | " | | | |
| 38 | " | " | " | " | " | | | |
| 39 | " | " | " | " | " | | | |
| 40 | " | " | " | " | " | | | |
| 41 | " | " | " | " | " | | | |
| 42 | " | " | " | " | " | | | |
| 43 | " | " | " | " | " | | | |
| 44 | " | " | " | " | " | | | |
| 45 | " | " | " | " | " | | | |
| 46 | " | " | " | " | " | | | |
| 47 | " | " | " | " | " | | | |
| 48 | " | " | " | " | " | | | |
| 49 | " | " | " | " | " | | | |
| 50 | " | " | " | " | " | | | |
| 51 | " | " | " | " | " | | | |
| 52 | " | " | " | " | " | | | |
| 53 | " | " | " | " | " | | | |
| 54 | " | " | " | " | " | | | |
| 55 | " | " | " | " | " | | | |
| 56 | " | " | " | " | " | | | |
| 57 | " | " | " | " | " | | | |
| 58 | " | " | " | " | " | | | |
| 59 | " | " | " | " | " | | | |
| 60 | " | " | " | " | " | | | |
| 61 | " | " | " | " | " | | | |
| 62 | " | " | " | " | " | | | |
| 63 | " | " | " | " | " | | | |
| 64 | " | " | " | " | " | | | |
| 65 | " | " | " | " | " | | | |
| 66 | " | " | " | " | " | | | |
| 67 | " | " | " | " | " | | | |
| 68 | " | " | " | " | " | | | |
| 69 | " | " | " | " | " | | | |
| 70 | " | " | " | " | " | | | |
| 71 | " | " | " | " | " | | | |
| 72 | " | " | " | " | " | | | |
| 73 | " | " | " | " | " | | | |
| 74 | " | " | " | " | " | | | |
| 75 | " | " | " | " | " | | | |
| 76 | " | " | " | " | " | | | |
| 77 | " | " | " | " | " | | | |
| 78 | " | " | " | " | " | | | |
| 79 | " | " | " | " | " | | | |
| 80 | " | " | " | " | " | | | |
| 81 | " | " | " | " | " | | | |
| 82 | " | " | " | " | " | | | |
| 83 | " | " | " | " | " | | | |
| 84 | " | " | " | " | " | | | |
| 85 | " | " | " | " | " | | | |
| 86 | " | " | " | " | " | | | |
| 87 | " | " | " | " | " | | | |
| 88 | " | " | " | " | " | | | |
| 89 | " | " | " | " | " | | | |
| 90 | " | " | " | " | " | | | |
| 91 | " | " | " | " | " | | | |
| 92 | " | " | " | " | " | | | |
| 93 | " | " | " | " | " | | | |
| 94 | " | " | " | " | " | | | |
| 95 | " | " | " | " | " | | | |
| 96 | " | " | " | " | " | | | |
| 97 | " | " | " | " | " | | | |
| 98 | " | " | " | " | " | | | |
| 99 | " | " | " | " | " | | | |
| 100 | " | " | " | " | " | | | |
| 101 | " | " | " | " | " | | | |
| 102 | " | " | " | " | " | | | |
| 103 | " | " | " | " | " | | | |
| 104 | " | " | " | " | " | | | |
| 105 | " | " | " | " | " | | | |
| 106 | " | " | " | " | " | | | |
| 107 | " | " | " | " | " | | | |
| 108 | " | " | " | " | " | | | |
| 109 | " | " | " | " | " | | | |
| 110 | " | " | " | " | " | | | |
| 111 | " | " | " | " | " | | | |
| 112 | " | " | " | " | " | | | |
| 113 | " | " | " | " | " | | | |
| 114 | " | " | " | " | " | | | |
| 115 | " | " | " | " | " | | | |
| 116 | " | " | " | " | " | | | |
| 117 | " | " | " | " | " | | | |
| 118 | " | " | " | " | " | | | |
| 119 | " | " | " | " | " | | | |
| 120 | " | " | " | " | " | | | |
| 121 | " | " | " | " | " | | | |
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| 123 | " | " | " | " | " | | | |
| 124 | " | " | " | " | " | | | |
| 125 | " | " | " | " | " | | | |
| 126 | " | " | " | " | " | | | |
| 127 | " | " | " | " | " | | | |
| 128 | " | " | " | " | " | | | |
| 129 | " | " | " | " | " | | | |
| 130 | " | " | " | " | " | | | |
| 131 | " | " | " | " | " | | | |
| 132 | " | " | " | " | " | | | |
| 133 | " | " | " | " | " | | | |
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| 135 | " | " | " | " | " | | | |
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| 137 | " | " | " | " | " | | | |
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| 139 | " | " | " | " | " | | | |
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| 143 | " | " | " | " | " | | | |
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| 147 | " | " | " | " | " | | | |
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| 161 | " | " | " | " | " | | | |
| 162 | " | " | " | " | " | | | |
| 163 | " | " | " | " | " | | | |
| 164 | " | " | " | " | " | | | |
| 165 | " | " | " | " | " | | | |
| 166 | " | " | " | " | " | | | |
| 167 | " | " | " | " | " | | | |
| 168 | " | " | " | " | " | | | |
| 169 | " | " | " | " | " | | | |
| 170 | " | " | " | " | " | | | |
| 171 | " | " | " | " | " | | | |
| 172 | " | " | " | " | " | | | |
| 173 | " | " | " | " | " | | | |
| 174 | " | " | " | " | " | | | |
| 175 | " | " | " | " | " | | | |
| 176 | " | " | " | " | " | | | |
| 177 | " | " | " | " | " | | | |
| 178 | " | " | " | " | " | | | |
| 179 | " | " | " | " | " | | | |
| 180 | " | " | " | " | " | | | |
| 181 | " | " | " | " | " | | | |
| 182 | " | " | " | " | " | | | |
| 183 | " | " | " | " | " | | | |
| 184 | " | " | " | " | " | | | |
| 185 | " | " | " | " | " | | | |
| 186 | " | " | " | " | " | | | |
| 187 | " | " | " | " | " | | | |
| 188 | " | " | " | " | " | | | |
| 189 | " | " | " | " | " | | | |
| 190 | " | " | " | " | " | | | |
| 191 | " | " | " | " | " | | | |
| 192 | " | " | " | " | " | | | |
| 193 | " | " | " | " | " | | | |
| 194 | " | " | " | " | " | | | |
| 195 | " | " | " | " | " | | | |
| 196 | " | " | " | " | " | | | |
| 197 | " | " | " | " | " | | | |
| 198 | " | " | " | " | " | | | |
| 199 | " | " | " | " | " | | | |
| 200 | " | " | " | " | " | | | |
| 201 | " | " | " | " | " | | | |
| 202 | " | " | " | " | " | | | |
| 203 | " | " | " | " | " | | | |
| 204 | " | " | " | " | " | | | |
| 205 | " | " | " | " | " | | | |
| 206 | " | " | " | " | " | | | |
| 207 | " | " | " | " | " | | | |
| 208 | " | " | " | " | " | | | |
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| 210 | " | " | " | " | " | | | |
| 211 | " | " | " | " | " | | | |
| 212 | " | " | " | " | " | | | |
| 213 | " | " | " | " | " | | | |
| 214 | " | " | " | " | " | | | |
| 215 | " | " | " | " | " | | | |
| 216 | " | " | " | " | " | | | |
| 217 | " | " | " | " | " | | | |
| 218 | " | " | " | " | " | | | |
| 219 | " | " | " | " | " | | | |
| 220 | " | " | " | " | " | | | |
| 221 | " | " | " | " | " | | | |
| 222 | " | " | " | " | " | | | |
| 223 | " | " | " | " | " | | | |
| 224 | " | " | " | " | " | | | |
| 225 | " | " | " | " | " | | | |
| 226 | " | " | " | " | " | | | |
| 227 | " | " | " | " | " | | | |
| 228 | " | " | " | " | " | | | |
| 229 | " | " | " | " | " | | | |
| 230 | " | " | " | " | " | | | |
| 231 | " | " | " | " | " | | | |
| 232 | " | " | " | " | " | | | |
| 233 | " | " | " | " | " | | | |
| 234 | " | " | " | " | " | | | |
| 235 | " | " | " | " | " | | | |
| 236 | " | " | " | " | " | | | |
| 237 | " | " | " | " | " | | | |
| 238 | " | " | " | " | " | | | |
| 239 | " | " | " | " | " | | | |
| 240 | " | " | " | " | " | | | |
| 241 | " | " | " | " | " | | | |
| 242 | " | " | " | " | " | | | |
| 243 | " | " | " | " | " | | | |
| 244 | " | " | " | " | " | | | |
| 245 | " | " | " | " | " | | | |
| 246 | " | " | " | " | " | | | |
| 247 | " | " | " | " | " | | | |
| 248 | " | | | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | 1815 n | | | | |

Journal from Newport about towards Blais main

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 14 | day of July | 19 |
|----|----|------------------|--------------|---------------|--------|--|----|-------------|----|
| 1 | 6 | | south west | winded 1/4 pt | pm | | | | |
| 2 | 6 | | " | " | " | This day began fine with moderate breeze & small sea | | | |
| 3 | 6 | | " | " | " | at 12:30 noon staved | | | |
| 4 | 6 | | " | " | " | barrel top & timber | | | |
| 5 | 6 | | " | " | " | staple | | | |
| 6 | 6 | | " | " | " | | | | |
| 7 | 5 | | " | " | " | | | | |
| 8 | 6 | | " | " | " | | | | |
| 9 | 6 | | " | " | " | | | | |
| 10 | 7 | | " | " | " | | | | |
| 11 | 7 | | " | " | " | | | | |
| 12 | 6 | | " | " | " | | | | |
| 1 | 6 | | by 6 pm | " | " | | | | |
| 2 | 5 | | " | " | " | | | | |
| 3 | 5 | | " | " | " | | | | |
| 4 | 5 | | " | " | " | | | | |
| 5 | 5 | | left by 5 pm | " | " | | | | |
| 6 | 5 | | " | " | " | | | | |
| 7 | 5 | | " | " | " | | | | |
| 8 | 5 | | " | " | " | | | | |
| 9 | 2 | | 2:30 pm | " | " | | | | |
| 10 | 2 | | " | " | " | | | | |
| 11 | 2 | | " | " | " | | | | |
| 12 | 2 | | " | " | " | | | | |

Crew employed
washing paint

Day ends fine with
light air

Pumps light loose
and light
Careful attended to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 15 | day of July | 19 |
|----|----|------------------|-------------|---------------|--------|---------------------|----|-------------|----|
| 1 | 1 | | 2:30 pm | winded 1/4 pt | pm | | | | |
| 2 | 0 | 0 | Calm | " | " | This day began fine | | | |
| 3 | 0 | " | " | " | " | with light breeze & | | | |
| 4 | 0 | " | " | " | " | small sea | | | |
| 5 | 1 | 1 | 2:30 pm | " | " | | | | |
| 6 | 1 | " | " | " | " | | | | |
| 7 | 1 | 1 | 2:30 | " | " | | | | |
| 8 | 1 | " | " | " | " | | | | |
| 9 | 0 | 0 | south | Calm | " | | | | |
| 10 | 0 | " | " | " | " | | | | |
| 11 | 0 | " | " | " | " | | | | |
| 12 | 0 | " | " | " | " | | | | |
| 1 | 0 | " | " | " | " | | | | |
| 2 | 0 | " | " | " | " | | | | |
| 3 | 1 | 1 | n 6 pm last | " | " | | | | |
| 4 | 2 | " | " | " | " | | | | |
| 5 | 2 | on 6 pm last | en 2 | " | " | | | | |
| 6 | 2 | " | " | " | " | | | | |
| 7 | 2 | " | " | " | " | | | | |
| 8 | 2 | " | " | " | " | | | | |
| 9 | 2 | " | " | " | " | | | | |
| 10 | 3 | 3 | n 6 pm last | " | " | | | | |
| 11 | 3 | " | " | " | " | | | | |
| 12 | 3 | " | " | " | " | | | | |

Pumps light loose
& light
attended to

19.2pm

Journal from Newport about towards Blais main

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 16 | day of July | 1930 |
|----|----|------------------|-------------|-------|--------|---|----|-------------|------|
| 1 | 9 | 9 | south west | to E | 1/4 pt | pm | | | |
| 2 | 1 | " | " | " | " | This day began fine with light breeze & small sea | | | |
| 3 | 0 | 0 | Calm | " | " | | | | |
| 4 | 0 | " | " | " | " | | | | |
| 5 | 0 | " | " | " | " | | | | |
| 6 | 0 | " | " | " | " | | | | |
| 7 | 2 | 2 | light winds | " | " | | | | |
| 8 | 2 | " | " | " | " | | | | |
| 9 | 2 | " | " | " | " | | | | |
| 10 | 2 | " | " | " | " | | | | |
| 11 | 3 | 3 | " | " | " | | | | |
| 12 | 3 | " | light winds | " | " | | | | |
| 1 | 3 | " | " | " | " | | | | |
| 2 | 2 | " | " | " | " | | | | |
| 3 | 2 | " | " | " | " | | | | |
| 4 | 1 | " | " | " | " | | | | |
| 5 | 2 | " | " | " | " | | | | |
| 6 | 2 | " | " | " | " | | | | |
| 7 | 2 | " | " | " | " | | | | |
| 8 | 2 | " | " | " | " | | | | |
| 9 | 3 | " | " | " | " | | | | |
| 10 | 3 | " | " | " | " | | | | |
| 11 | 3 | " | " | " | " | | | | |
| 12 | 4 | " | " | " | " | | | | |

Crew employed at
ditch work

at 2:30pm cliped color
Day ends fine with
light breeze &
small sea
Pumps light loose and
& light Careful attended to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | July | day of 17 | 1930 |
|----|----|------------------|---------|-------|--------|---|------|-----------|------|
| 1 | 6 | 6 | on 6 pm | sw | " | On | | | |
| 2 | 6 | " | " | " | " | This day began fine with light breeze & | | | |
| 3 | 6 | 6 | sw | sw | " | small sea | | | |
| 4 | 6 | " | " | " | " | | | | |
| 5 | 6 | " | " | " | " | | | | |
| 6 | 6 | " | " | " | " | | | | |
| 7 | 7 | 7 | " | " | " | at 9 pm went off paint light bore | | | |
| 8 | 7 | " | " | " | " | by Compell ar en 6 | | | |
| 9 | 7 | " | " | " | " | clsd 1.9 miles | | | |
| 10 | 7 | " | " | " | " | at 12:30 am was apprested of martsb paint | | | |
| 11 | 6 | 6 | on 6 | ws | " | light off 4 miles | | | |
| 12 | 6 | " | " | " | " | at 6 am was apprested of jant paint missing knoge dis 4 miles | | | |
| 1 | 6 | " | " | " | " | at 10:30 am was apprested of curty thnk | | | |
| 2 | 6 | " | " | " | " | Day ends fine with moderate at 6 am | | | |
| 3 | 6 | " | " | " | " | Pumps light loose and & light Careful attended to | | | |
| 4 | 6 | " | " | " | " | | | | |
| 5 | 6 | " | " | " | " | | | | |
| 6 | 6 | " | " | " | " | | | | |
| 7 | 6 | " | " | " | " | | | | |
| 8 | 6 | " | " | " | " | | | | |

Journal from Newport News towards Calais main

Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob.

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Journal from Newport News towards Calais main

Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in | Lon. by Ob.

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | day of | |
|----|----|------------------|---------|-------|--------|---|--------|--|
| 1 | | | | | | last part July 23 2/30 | | |
| 2 | | | | | | This day was fine throughout with light | | |
| 3 | | | | | | westerly winds been employed sail | | |
| 4 | | | | | | making all necessary attended to | | |
| 5 | | | | | | | | |
| 6 | | | | | | last part July 24 2/30 | | |
| 7 | | | | | | This day was fine throughout with light | | |
| 8 | | | | | | moderate breeze from ad 4 pm on the road | | |
| 9 | | | | | | Came along side took vessel to Indian Head | | |
| 10 | | | | | | To anchor ad 7:20 pm Came to anchor ad | | |
| 11 | | | | | | Indian head been employed Taring reggij | | |
| 12 | | | | | | all other necessary attended to | | |
| 1 | | | | | | | | |
| 2 | | | | | | Indian Head July 25/90 | | |
| 3 | | | | | | This day was fine throughout with light | | |
| 4 | | | | | | west by westly ad 7:30 am the road started | | |
| 5 | | | | | | with vessel up river ad 9:45 am clocked | | |
| 6 | | | | | | vessel at Coal Dock ad Calais ad 1 pm stevedore | | |
| 7 | | | | | | began discharging cargo been employed at | | |
| 8 | | | | | | vessel work all necessary attended to | | |
| 9 | | | | | | | | |
| 10 | | | | | | Calais July 26/90 | | |
| 11 | | | | | | This day was fine throughout with | | |
| 12 | | | | | | light breeze from stevedores working cargo | | |

~~Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.~~

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---|------------|--------|----------|--------|----|
| 1 | | | Calais | July 27/90 | | | | |
| 2 | | | This day was rainy first last part | | | | | |
| 3 | | | Cloudy with light air South first last part | | | | | |
| 4 | | | Westerly Crew ad leisure all necessary attended | | | | | |
| 5 | | | to | | | | | |
| 6 | | | Calais July 28/90 | | | | | |
| 7 | | | This day was fine throughout with | | | | | |
| 8 | | | light southerly winds stevedores working | | | | | |
| 9 | | | cargo all day crew employed ad vessel | | | | | |
| 10 | | | work all necessary attended to | | | | | |
| 11 | | | Calais July 29/90 | | | | | |
| 12 | | | This day was clear throughout | | | | | |
| 1 | | | with light breeze South to N for stevedore | | | | | |
| 2 | | | working cargo all day crew employed | | | | | |
| 3 | | | ad vessel work all necessary attended | | | | | |
| 4 | | | to | | | | | |
| 5 | | | Calais Aug 1/90 | | | | | |
| 6 | | | This day was fine throughout with | | | | | |
| 7 | | | light breeze westerly stevedores employed | | | | | |
| 8 | | | working cargo all day crew employed ad vessel | | | | | |
| 9 | | | work all necessary attended to | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---|-------|--------|----------|--------|----|
| 1 | | | Calais July 31/90 | | | | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | light breeze N for stevedores employed ad | | | | | |
| 4 | | | discharging cargo all day crew employed | | | | | |
| 5 | | | ad vessel work all necessary attended | | | | | |
| 6 | | | to | | | | | |
| 7 | | | Calais Aug 1/90 | | | | | |
| 8 | | | This day was fine throughout | | | | | |
| 9 | | | with light breeze N for last part | | | | | |
| 10 | | | southerly at 930 am stevedores finished | | | | | |
| 11 | | | discharging cargo ad 230 pm | | | | | |
| 12 | | | Came along side took vessel to | | | | | |
| 1 | | | bastopart ad 6 pm came to anchor at bastopart | | | | | |
| 2 | | | and 60 fathoms of chain crew employed ad | | | | | |
| 3 | | | vessel work all necessary attended to | | | | | |
| 4 | | | Calais Aug 2nd/90 | | | | | |
| 5 | | | This day was thick with fog first | | | | | |
| 6 | | | last part but right light breeze | | | | | |
| 7 | | | crew & gear crew employed | | | | | |
| 8 | | | ad vessel work all necessary | | | | | |
| 9 | | | attended to | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--|-------|--------|----------|--------|----|
| 1 | | | Eastport Aug 3rd/90 | | | | | |
| 2 | | | This day was fine first last part | | | | | |
| 3 | | | rain squally with moderate to light breeze | | | | | |
| 4 | | | crew ad leisure all necessary attended | | | | | |
| 5 | | | to | | | | | |
| 6 | | | Eastport Aug 4/90 | | | | | |
| 7 | | | This day was rain squally throughout | | | | | |
| 8 | | | with light southerly winds crew | | | | | |
| 9 | | | employed cleaning and vessel half all | | | | | |
| 10 | | | after necessary attended to | | | | | |
| 11 | | | Eastport Aug 5/90 | | | | | |
| 12 | | | This day was fine throughout with | | | | | |
| 1 | | | moderate breeze over crew employed | | | | | |
| 2 | | | at vessel work all necessary attended | | | | | |
| 3 | | | to | | | | | |
| 4 | | | Eastport Aug 6/90 | | | | | |
| 5 | | | This day was fine throughout with | | | | | |
| 6 | | | light breeze variable crew employs | | | | | |
| 7 | | | all vessel work all necessary attended | | | | | |
| 8 | | | to | | | | | |
| 9 | | | Eastport Aug 7/90 | | | | | |
| 10 | | | This day was fine throughout with | | | | | |
| 11 | | | light variable winds over crew | | | | | |
| 12 | | | employed at vessel work all necessary | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
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| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--|-------|--------|----------|--------|----|
| 1 | | | Eastport Aug 8/90 | | | | | |
| 2 | | | This day was rainy more or | | | | | |
| 3 | | | less throughout with light breeze | | | | | |
| 4 | | | crew employed washing paint | | | | | |
| 5 | | | all necessary attended to | | | | | |
| 6 | | | Eastport Aug 10/90 | | | | | |
| 7 | | | This day was fine throughout with | | | | | |
| 8 | | | light breeze sand first last part | | | | | |
| 9 | | | westerly crew ad leisure all necessary | | | | | |
| 10 | | | attended to | | | | | |
| 11 | | | Eastport Aug 11/90 | | | | | |
| 12 | | | This day was fine throughout | | | | | |
| 1 | | | with light westerly winds crew | | | | | |
| 2 | | | employed ad vessel work all necessary | | | | | |
| 3 | | | attended to | | | | | |
| 4 | | | Eastport Aug 12/90 | | | | | |
| 5 | | | This day was fine throughout | | | | | |
| 6 | | | with light variable winds crew | | | | | |
| 7 | | | employed sail making all necessary | | | | | |
| 8 | | | attended to | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---|-------|--------|----------|--------|----|
| 1 | | | Calais July 31/90 | | | | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | light breeze N for stevedores employed ad | | | | | |
| 4 | | | discharging cargo all day crew employed | | | </td | | |

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--|-------|--------|----------|--------|----|
| 1 | | | Cape Cod Aug 13/30 | | | | | |
| 2 | | | This day was fine throughout | | | | | |
| 3 | | | with light breeze north bird land | | | | | |
| 4 | | | Port Southerly crew employed | | | | | |
| 5 | | | soil making all necessary attended | | | | | |
| 6 | | | to | | | | | |
| 7 | | | Cape Cod Aug 14/30 | | | | | |
| 8 | | | This day was fine throughout | | | | | |
| 9 | | | with light breeze South ad 14 m | | | | | |
| 10 | | | speed off crew except mate all | | | | | |
| 11 | | | other necessities attended to | | | | | |
| 12 | | | | | | | | |
| 1 | | | Cape Cod Aug 15/30 | | | | | |
| 2 | | | This day was rainy throughout | | | | | |
| 3 | | | short with moderate breeze land | | | | | |
| 4 | | | all necessities attended to | | | | | |
| 5 | | | | | | | | |
| 6 | | | Cape Cod Aug 16/30 | | | | | |
| 7 | | | This day was rainy throughout | | | | | |
| 8 | | | with light air S.E. ad 1230 near the boat came | | | | | |
| 9 | | | along side took vessel to Johns Bay world | | | | | |
| 10 | | | Lubbecke D anchor D lay up all necessary | | | | | |
| 11 | | | attended to | | | | | |
| 12 | | | | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--------------------|-------|--------|----------|--------|----|
| 1 | | | Lubbecke Aug 17/30 | | | | | |

| | | | | | | | | |
|---|--|--|--------------------------------------|--|--|--|--|--|
| 2 | | | This day was fine throughout | | | | | |
| 3 | | | with Calm to moderate + light breeze | | | | | |
| 4 | | | so all necessities attended to | | | | | |
| 5 | | | | | | | | |
| 6 | | | Lubbecke Aug 18/30 | | | | | |

| | | | | | | | | |
|----|--|--|--|--|--|--|--|--|
| 7 | | | This day was fine throughout with | | | | | |
| 8 | | | light southerly winds ad 850 am | | | | | |
| 9 | | | the lug boat brought the Lucia D Dan | | | | | |
| 10 | | | along side ad 12 noon moored hull always | | | | | |
| 11 | | | with 2 anchors with 75 fathoms of chain | | | | | |
| 12 | | | in back vessels + made them fast | | | | | |
| 1 | | | side by side all after necessary | | | | | |
| 2 | | | attended to | | | | | |
| 3 | | | | | | | | |

| | | | | | | | | |
|----|--|--|---|--|--|--|--|--|
| 4 | | | Lubbecke Aug 19/30 | | | | | |
| 5 | | | This day was fine throughout | | | | | |
| 6 | | | with light breeze eastward ad 9 am | | | | | |
| 7 | | | the lug boat brought the Lucia D Dan | | | | | |
| 8 | | | now almost to anchor along side more | | | | | |
| 9 | | | her with 2 anchors + held up along | | | | | |
| 10 | | | side of same all other one necessary | | | | | |
| 11 | | | attended to the all so paid | | | | | |
| 12 | | | Mate off at 4 pm all on board vessel | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--------------------|-------|--------|----------|--------|----|
| 1 | | | Lubbecke Aug 20/30 | | | | | |
| 2 | | | This day was | | | | | |
| 3 | | | | | | | | |
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| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 25 day of Jan | 1931 |
|----|----|-----------------|--------------------|-------|--------|----------|---------------|------|
| 1 | | | Johns Bay Lubbecke | | | | | |

| | | | | | | | | |
|---|--|--|-------------------------------------|--|--|--|--|--|
| 2 | | | recurred orders this day at noon to | | | | | |
| 3 | | | fit ready to sail for Wilmington NC | | | | | |
| 4 | | | | | | | | |
| 5 | | | to board R.P. Ties for Boston | | | | | |
| 6 | | | | | | | | |

| | | | | | | | | |
|----|--|--|---------------------------------------|--|--|--|--|--|
| 7 | | | 26 th day of Jan 1931 | | | | | |
| 8 | | | (will Campbell) | | | | | |
| 9 | | | shipped one man and rowed to Eastport | | | | | |
| 10 | | | Wind SW light getting ready for sea | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |

| | | | | | | | | |
|---|--|--|-----------------------------------|--|--|--|--|--|
| 1 | | | 27 th day of Jan 1931 | | | | | |
| 2 | | | Shipped two men this day cleaning | | | | | |
| 3 | | | Snow and ice from Pelt and got up | | | | | |
| 4 | | | Steamer 3 men on board | | | | | |

Journal from

Kahns bay Lubbock MI
towards In port

Lubbock MI

towards In port

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 28 | day of Jan | 1931 |
|----|----|-----------------|---------|-------|--------|------------------------------------|----|------------|------|
| 1 | | | | | | blowing a gale from SW and | | | |
| 2 | | | | | | 0° weather. Could not get on shore | | | |
| 3 | | | | | | this day | | | |
| 4 | | | | | | | | | |
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Jan 29/31

anight Northly wind S hawing
to SSW at night with rain &
Snow and hawing to NW at
night very cold Capt Trainer
came on board In port to look after
the man Bradford Pearce
Master went on shore at noon
after filling fresh water
Orders stores filling ready
ready for Snd

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
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| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 30 | day of Jan | 1931 |
|----|----|-----------------|---------|-------|--------|----------|----|------------|------|
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| 12 | | | | | | | | | |

Jan 31/31

this day begins with Northly
wind and cold got stores on
board and mate 29 mate &
Cook. Master went on shore
after engineer and 2 seamen

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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Journal from

In Port

towards

Journal from ~~Portuguese~~ towards ~~Wilmotus~~ N°

Journal from Eastpet M

towards ~~Columbus~~ C.

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 4 | day of | Feb | 1931 |
|----|----|------------------|---------|-------|--------|----------|---|--------|-----|------|
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| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|------------------|-----------|---------------|-------------|----------------------------------|---------------|----------|-------------|
| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks | | | |
| 1 | | | | NNE | | Endy 6 day of Feb 1931 | | | |
| 2 | | | | | | Any wind N.W.E. light | | | |
| 3 | | | | | | 12 to 20 knot West Drift Rock | | | |
| 4 | | | | | | bearing S.S.E. 1 mile fog 98 1/2 | | | |
| 5 | | | | | | wrath Cold partly clear | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |
| 8 | | | | | | | | | |
| 9 | | | | | | | | | |
| 10 | | | | | | | | | |
| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| 1 | | | | | | wind hawking Northwesterly | | | |
| 2 | | | | | | and cloudy off | | | |
| 3 | | | | | | | | | |
| 4 | | | | | | | | | |
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| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| | | | | NW | | mid night wrath clear | | | |
| | | | | | | and cold sun bears | | | |
| | | | | WSW | | | | | |

Journal from Eastport ME

towards Wilmington

Journal from East put me

towards ~~waterfall~~ \rightarrow C

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, |
|----|----|-----------------|---------|-------|--------|--|
| 1 | | | | | | Mundy 9 day of Feb |
| 2 | | | | | | wind hailing suddenly with light rain |
| 3 | | | | | | moderate to Duluth all the forenoon |
| 4 | | | | | | |
| 5 | | | | | | |
| 6 | | | | | | |
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| 1 | | | | | | |
| 2 | | | | | | |
| 3 | | | | | | |
| 4 | | | | | | |
| 5 | | | | | | Calm & Rainy |
| 6 | | | | | | Baconette 39°-7 |
| 7 | | | | | | |
| 8 | | | | | | |
| 9 | | | | | | |
| 10 | | | | | | |
| 11 | | | | | | |
| 12 | | | | | | |
| | | | | | | S SW N E |
| | | | | | | Passed Barney Is S, wind backing suddenly rain & smoke |
| | | | | | | Nalt |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, <u>Wednesday 11 day of Feb</u> | 1931 |
|----|----|-----------------|---------|-------|--------|--|------|
| 1 | | | | | | wind blowing to N W moderate from south Barometric pressure 30° Cape Hatteras light ship bearing S E 2 miles | |
| 2 | | | | | | | |
| 3 | | | | | | | |
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| 10 | | | | | | | |
| 11 | | | | | | | |
| 12 | | | | | | | |
| 1 | | | | | | Passed Calf Sounder Nm bearing on port of Shale | |
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| 3 | | | | | | | |
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| 12 | | | | | | | |
| | | | | | | wind falling (puffy white) cloud | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|---------|
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| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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Journal from East Port Wk

towards Wilmngtn

Fri 13 day of Feb 1931

Womthofne & Culin

8 am Pilot came onboard Noons tow
boat came & towed to Wilmington
docked at 5pm

Saturday 14 Feb 1931

Wind SW with showers yet seen
ready to receive cargo
P.M. wind shifting to N.E. and
cold at night freezing

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. | Course | *Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|--------|-----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|--------|-----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

H. K. $\frac{1}{2}$ K. Courses Winds Leeway Remarks, Sunday 15 day of Feb 1931

this day began with NW winds
clear & cold without any clouds
during the day

Sunday 16 Feb 1931
wind was light with fine weather
 $\frac{1}{2}$ moon Harbor came along side
& began loading 1:30 pm
worked until 5:30 pm
loading 1160 cross ties (Gum)

Tuesday 17 of Feb 1931

AM Rained up to 10 o'clock strong SW wind
no work in forenoon began at
12:30 & worked until 5:30 ready
1592 cross ties (Gum)

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from West of Wilmngtn NC towards

Sunday 18 day of Feb 1931

Am thick fog and calm
balance of day wind SW
weather fine worked from 7 am to 5:30 pm
loading cargo & loaded 3054 lbs (Gum)
Crew doing ship work

19th day of Feb 1931

Weather fine worked loading cargo
from 7 am to 5:30 loading 2852 lbs
(Gum) Crew scraping & greasing metal

20th day of Feb 1931

Overcast weather wind eastly & cool
worked from 7 to 5:30 loading cargo
loaded 2466 lbs (Gum)
Crew doing ship work

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
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H. K. $\frac{1}{2}$ K. Courses Winds Leeway Remarks, Monday 16 day of Feb 1931

Clear & fine worked until noon
on cargo loaded 1316 cross ties
half Holland day for working men
in this port

Crew doing ship work

Sunday 23 day of Feb 1931

weather fine & clear

Monday Feb 23rd 1931

worked loading cargo from 7 am to 6:30 pm
loaded 8908 cross ties (Gum)

Tuesday 24th day of Feb 1931

wind eastly weather fine worked loading
cargo from 7 am to 5:30 pm loading
4384 prime cross ties
Crew doing ship work

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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Journal from

~~Post of Corhampton~~ towards > e

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, Wmshg 25 day of Feb 1931 | 1931 |
|----|----|-----------------|---------|-------|--------|--|------|
| 1 | | | | NE | Rained | Early dr. firming slopes at 630 we got out and laid out day worked from 7 until 530pm on cargo & loading 345 $\frac{1}{2}$ tins (Price) Own dogs ships work | |
| 2 | | | | | | Thursday 26 day of Feb 1931 | |
| 3 | | | | | | Early with force loaded loading from 7 until 13 hours loading 1/2 16 tins force shaped as receipt of nut getting tins fast enough to keep steamer does well | |
| 4 | | | | | | Friday 27 day of Feb 1931 | |
| 5 | | | | | | Early with force loaded cargo from 7 am to 330pm loaded 10 47 tins force shaped on account of nut getting tins to work on | |

Journal from Wilmngt N.C towards Boston Mass

Journal from Wilmington N.C towards Boston Mass

Journal from Wilmington NC towards Bethesda

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, |
|----|----|-----------------|---------|-------|--------|---|
| 1 | | | | | | Eddy b day of Mar 1931 |
| 2 | | | Nb-W SW | | | weather fine & light seaward |
| 3 | | | | | | |
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| 11 | | | | | | |
| 12 | | | | | | |
| 1 | | | | | | passed Lomble Shull H.B. bearing to SW 1 mile (lights & pumps alight no fog) |
| 2 | | | | | | |
| 3 | | | | | | |
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Journal from Wilmette IL

towards Boston miss

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, Sunday 8 day of March 1931 |
|----|----|-----------------|---------|-------|--------|-------------------------------------|
| 1 | | | | | | Yester passed Wristie Bank |
| 2 | | | | | | Sight gulls 1½ miles east |
| 3 | | | | | | thick fog & rain took in |
| 4 | | | NNE SE | | | all sight-sails & spanker |
| 5 | | | | | | heavy squalls with thunder |
| 6 | | | | | | & lightning with rain |
| 7 | | | | | | |
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| 9 | | | | | | |
| 10 | | | | | | |
| 11 | | | | | | |
| 12 | | | | | | |
| 1 | | | SW | | | 12 morning shifted west |
| 2 | | | | | | shifting to SSW |
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Journal from Wilmingt^on NC

towards Boston—Mass

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, |
|----|----|-----------------|---------|-------|--------|----------------------------|
| 1 | | | | | | Tuesday 10 day of Mar 1931 |
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Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks |
|----|----|-----------------|---------|-------|--------|---|
| 1 | | | | | | <u>Wednesday</u> / day of <u>Mar</u> 1931 |
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Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in Lon. by Ob.

Journal from

towards

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|------------------|---------|-------|--------|----------|--------|----|
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Journal from

towards

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|------------------|---------|-------|--------|--|--------|----|
| 1 | | | | | | Saint Boston Mar 14/31 | | |
| 2 | | | | | | This day was fine throughout with moderate | | |
| 3 | | | | | | breeze over at 8 am stevedors began reeling | | |
| 4 | | | | | | up gear for discharging cargo at 11:30 AM paid | | |
| 5 | | | | | | off crew and at about that time mate | | |
| 6 | | | | | | Came on board all other necessary attended | | |
| 7 | | | | | | two | | |
| 8 | | | | | | | | |
| 9 | | | | | | Saint Boston Mar 15/31 | | |
| 10 | | | | | | This day was fine throughout with light | | |
| 11 | | | | | | breeze over at 10 am hauled vessel about | | |
| 12 | | | | | | 30 feet ahead to begin discharging freight and | | |
| 1 | | | | | | discharged no cargo as yet all other necessary | | |
| 2 | | | | | | attended two | | |
| 3 | | | | | | | | |
| 4 | | | | | | Saint Boston Mar 16/31 | | |
| 5 | | | | | | This day began to be hazy and had | | |
| 6 | | | | | | overcast from 4 pm to 6 pm was now heavily | | |
| 7 | | | | | | with light rain smaller about moderate | | |
| 8 | | | | | | breeze easterly at 8 am stevedors | | |
| 9 | | | | | | began discharging cargo & warped | | |
| 10 | | | | | | on till 5 pm all other necessary | | |
| 11 | | | | | | attended two | | |
| 12 | | | | | | | | |

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|------------------|---------|-------|--------|----------|--------|----|
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| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|------------------|---------|-------|--------|---|--------|----|
| 1 | | | | | | Saint Boston Mar 17/31 | | |
| 2 | | | | | | This day was overcast on till 2 pm | | |
| 3 | | | | | | started in snowing with fresh & strong | | |
| 4 | | | | | | breeze on C stevedors working cargo | | |
| 5 | | | | | | 8 hours to day all other necessary | | |
| 6 | | | | | | attended two | | |
| 7 | | | | | | | | |
| 8 | | | | | | Saint Boston Mar 18/31 | | |
| 9 | | | | | | This day was fine throughout | | |
| 10 | | | | | | with fresh & moderate breeze started | | |
| 11 | | | | | | stevedors working cargo from 7:30 am to | | |
| 12 | | | | | | 4:45 pm all other necessary attended | | |
| 1 | | | | | | two | | |
| 2 | | | | | | | | |
| 3 | | | | | | Saint Boston Mar 19/31 | | |
| 4 | | | | | | This day was fine throughout with | | |
| 5 | | | | | | light breeze easterly stevedors working | | |
| 6 | | | | | | cargo from 7:30 am to 6 pm all other | | |
| 7 | | | | | | necessary attended two | | |
| 8 | | | | | | | | |
| 9 | | | | | | Saint Boston Mar 20/31 | | |
| 10 | | | | | | This day was fine throughout with | | |
| 11 | | | | | | moderate breeze on C stevedors working | | |
| 12 | | | | | | cargo from 7:30 am to 4:30 pm all | | |
| | | | | | | other necessary attended two | | |

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|-----|-----------------|---|--------|--------|-----------|--------|----|
| 1 | | | south | boston | | Mar 21/31 | | |
| 2 | | | This day began fine with light-breez | | | | | |
| 3 | cmb | | stevedores working cargo from 7 am | | | | | |
| 4 | | | to 12 noon all other necessary attended | | | | | |
| 5 | | | south boston Mar 22 nd /31 | | | | | |
| 6 | | | This day was fine throughout with | | | | | |
| 7 | | | light breez on E. all necessary attended | | | | | |
| 8 | | | to & discharged cargo D day | | | | | |
| 9 | | | south boston Mar 23/31 | | | | | |
| 10 | | | This day was fine throughout with | | | | | |
| 11 | | | fresh breez on E. stevedores employed | | | | | |
| 12 | | | discharging cargo from 8:30 am to 6 pm | | | | | |
| | | | all other necessary attended to | | | | | |
| 5 | | | south boston Mar 24/31 | | | | | |
| 6 | | | This day was fine throughout with | | | | | |
| 7 | | | light southwesterly wind stevedores working | | | | | |
| 8 | | | cargo from 7:30 am to 6 pm all | | | | | |
| 9 | | | other necessary attended to | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--|--------|--------|-----------|--------|----|
| 1 | | | south | boston | | Mar 25/31 | | |
| 2 | | | This day was fine till ad 11 am set | | | | | |
| 3 | | | in rainy with fresh breez south | | | | | |
| 4 | | | stevedores working cargo from 7 am | | | | | |
| 5 | | | to 12 noon all other necessary | | | | | |
| 6 | | | attended to | | | | | |
| 8 | | | south boston Mar 26/31 | | | | | |
| 9 | | | This day was raining & hailing on | | | | | |
| 10 | | | till 6 pm then cleared off with | | | | | |
| 11 | | | moderate breez on E. stevedores | | | | | |
| 12 | | | worked cargo from 11:30 pm to 2:15 pm | | | | | |
| 1 | | | all other necessary attended at 5 pm | | | | | |
| 2 | | | took fore sail & main sail gaff & 4th gaff | | | | | |
| 3 | | | on board | | | | | |
| 5 | | | south boston Mar 27/31 | | | | | |
| 6 | | | This day began fine with moderate | | | | | |
| 7 | | | breez north to on E. stevedores working | | | | | |
| 8 | | | cargo from 7 am to 6 pm made & | | | | | |
| 9 | | | copd employed handling gaff & fore sail gaff | | | | | |
| 10 | | | & fore sail all other necessary | | | | | |
| 11 | | | attended to | | | | | |
| 12 | | | | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---|--------|--------|-----------|--------|----|
| 1 | | | south | boston | | Mar 28/31 | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | light breez on E. stevedores working cargo | | | | | |
| 4 | | | from 7 am to 6 pm all other necessary | | | | | |
| 5 | | | attended to | | | | | |
| 7 | | | south boston Mar 29/31 | | | | | |
| 8 | | | This day was rainy in till 2 pm | | | | | |
| 9 | | | then cleared off with light breeze found | | | | | |
| 10 | | | the sea all other necessary | | | | | |
| 11 | | | attended to | | | | | |
| 1 | | | south boston Mar 30/31 | | | | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | moderate breez while stevedores discharging | | | | | |
| 4 | | | cargo all day at 9 am 4 sailors & | | | | | |
| 5 | | | beginner came on board & took stars | | | | | |
| 6 | | | in board and getting vessel ready for | | | | | |
| 7 | | | sea all other necessary attended to | | | | | |
| 9 | | | south boston Mar 31/31 | | | | | |
| 10 | | | This day was fine throughout with light | | | | | |
| 11 | | | breez on E. at 11 am 2 sailors came on | | | | | |
| 12 | | | board at 9 am took coal & ice on board | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
| | | | | | | | | | |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|------------------------------|-------|--------|----------|--------|----|
| 1 | | | and got vessel ready for sea | | | | | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---------------------------------------|-------|--------|----------|--------|----|
| 1 | | | stevedores finished Discharging | | | | | |
| 2 | | | ad 5:30 pm | | | | | |
| 3 | | | had come along side | | | | | |
| 4 | | | boat walked below the castle to | | | | | |
| 5 | | | anchored with 30 fathoms of chain and | | | | | |
| 6 | | | other necessary attended to | | | | | |
| 7 | | | south boston Apr 1 st /31 | | | | | |
| 8 | | | This day was rainy throughout with | | | | | |
| 9 | | | moderate to strong breez east to | | | | | |
| 10 | | | 6 pm & crew employed Cleaning and | | | | | |
| 11 | | | wipes hale and Cleaning up decks | | | | | |
| 12 | | | all other necessary attended to | | | | | |
| 2 | | | boston Apr 2 nd /31 | | | | | |
| 3 | | | This day was overcast throughout | | | | | |
| 4 | | | with moderate breez south to 5:30 | | | | | |
| 5 | | | ad 9 am boat shord & led gear | | | | | |
| 6 | | | & my gear but could not get under | | | | | |
| 7 | | | way on account of steamer in the way | | | | | |
| 8 | | | ad 5 pm steamer slackened then we got | | | | | |
| 9 | | | under way & proceeded to sea | | | | | |
| 10 | | | at 6 pm heard guns from harbour bay | | | | | |

Journal from Boston Mass towards Newport & Vens

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 2 nd | day of Apr | 1931 |
|-------|----|-----------------|---------|-------|--------|---|-----------------|------------|------|
| 1 | | | | | | | | | |
| 2 | | | | | | | | | |
| 3 | | | | | | | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |
| 8 | 5 | SE | SW | WHD | " | At 6 pm set all sail except spanker topsail tacked & hoisted topgallant was appressed to braces light | 4 | day of Apr | 1931 |
| 9 | 7 | SSE | " | " | " | at 8 pm was appressed to braces | | | |
| 10 | 7 | " | " | " | " | at 8 pm was appressed to braces | | | |
| 11 | 7 | " | WSW | " | " | at 8 pm was appressed to braces | | | |
| 12 | 7 | " | " | " | " | | | | |
| 13 | 7 | " | " | " | " | | | | |
| 14 | 7 | " | " | " | " | | | | |
| 15 | 7 | south | " | " | " | ad 110 pm was appressed to braces & log 78 miles | | | |
| 16 | 7 | " | " | " | " | | | | |
| 17 | 8 | " | " | " | " | | | | |
| 18 | 8 | " | " | " | " | | | | |
| 19 | 8 | " | " | " | " | | | | |
| 20 | 8 | " | " | " | " | | | | |
| 21 | 8 | " | " | " | " | | | | |
| 22 | 8 | " | " | " | " | | | | |
| 23 | 8 | " | " | " | " | | | | |
| 24 | 8 | " | " | " | " | | | | |
| 25 | 8 | " | " | " | " | | | | |
| 26 | 8 | " | " | " | " | | | | |
| 27 | 8 | " | " | " | " | | | | |
| 28 | 8 | " | " | " | " | | | | |
| 29 | 8 | " | " | " | " | | | | |
| 30 | 8 | " | " | " | " | | | | |
| 31 | 8 | " | " | " | " | | | | |
| 32 | 8 | " | " | " | " | | | | |
| 33 | 8 | " | " | " | " | | | | |
| 34 | 8 | " | " | " | " | | | | |
| 35 | 8 | " | " | " | " | | | | |
| 36 | 8 | " | " | " | " | | | | |
| 37 | 8 | " | " | " | " | | | | |
| 38 | 8 | " | " | " | " | | | | |
| 39 | 8 | " | " | " | " | | | | |
| 40 | 8 | " | " | " | " | | | | |
| 41 | 8 | " | " | " | " | | | | |
| 42 | 8 | " | " | " | " | | | | |
| 43 | 8 | " | " | " | " | | | | |
| 44 | 8 | " | " | " | " | | | | |
| 45 | 8 | " | " | " | " | | | | |
| 46 | 8 | " | " | " | " | | | | |
| 47 | 8 | " | " | " | " | | | | |
| 48 | 8 | " | " | " | " | | | | |
| 49 | 8 | " | " | " | " | | | | |
| 50 | 8 | " | " | " | " | | | | |
| 51 | 8 | " | " | " | " | | | | |
| 52 | 8 | " | " | " | " | | | | |
| 53 | 8 | " | " | " | " | | | | |
| 54 | 8 | " | " | " | " | | | | |
| 55 | 8 | " | " | " | " | | | | |
| 56 | 8 | " | " | " | " | | | | |
| 57 | 8 | " | " | " | " | | | | |
| 58 | 8 | " | " | " | " | | | | |
| 59 | 8 | " | " | " | " | | | | |
| 60 | 8 | " | " | " | " | | | | |
| 61 | 8 | " | " | " | " | | | | |
| 62 | 8 | " | " | " | " | | | | |
| 63 | 8 | " | " | " | " | | | | |
| 64 | 8 | " | " | " | " | | | | |
| 65 | 8 | " | " | " | " | | | | |
| 66 | 8 | " | " | " | " | | | | |
| 67 | 8 | " | " | " | " | | | | |
| 68 | 8 | " | " | " | " | | | | |
| 69 | 8 | " | " | " | " | | | | |
| 70 | 8 | " | " | " | " | | | | |
| 71 | 8 | " | " | " | " | | | | |
| 72 | 8 | " | " | " | " | | | | |
| 73 | 8 | " | " | " | " | | | | |
| 74 | 8 | " | " | " | " | | | | |
| 75 | 8 | " | " | " | " | | | | |
| 76 | 8 | " | " | " | " | | | | |
| 77 | 8 | " | " | " | " | | | | |
| 78 | 8 | " | " | " | " | | | | |
| 79 | 8 | " | " | " | " | | | | |
| 80 | 8 | " | " | " | " | | | | |
| 81 | 8 | " | " | " | " | | | | |
| 82 | 8 | " | " | " | " | | | | |
| 83 | 8 | " | " | " | " | | | | |
| 84 | 8 | " | " | " | " | | | | |
| 85 | 8 | " | " | " | " | | | | |
| 86 | 8 | " | " | " | " | | | | |
| 87 | 8 | " | " | " | " | | | | |
| 88 | 8 | " | " | " | " | | | | |
| 89 | 8 | " | " | " | " | | | | |
| 90 | 8 | " | " | " | " | | | | |
| 91 | 8 | " | " | " | " | | | | |
| 92 | 8 | " | " | " | " | | | | |
| 93 | 8 | " | " | " | " | | | | |
| 94 | 8 | " | " | " | " | | | | |
| 95 | 8 | " | " | " | " | | | | |
| 96 | 8 | " | " | " | " | | | | |
| 97 | 8 | " | " | " | " | | | | |
| 98 | 8 | " | " | " | " | | | | |
| 99 | 8 | " | " | " | " | | | | |
| 100 | 8 | " | " | " | " | | | | |
| 101 | 8 | " | " | " | " | | | | |
| 102 | 8 | " | " | " | " | | | | |
| 103 | 8 | " | " | " | " | | | | |
| 104 | 8 | " | " | " | " | | | | |
| 105 | 8 | " | " | " | " | | | | |
| 106 | 8 | " | " | " | " | | | | |
| 107 | 8 | " | " | " | " | | | | |
| 108 | 8 | " | " | " | " | | | | |
| 109 | 8 | " | " | " | " | | | | |
| 110 | 8 | " | " | " | " | | | | |
| 111 | 8 | " | " | " | " | | | | |
| 112 | 8 | " | " | " | " | | | | |
| 113 | 8 | " | " | " | " | | | | |
| 114 | 8 | " | " | " | " | | | | |
| 115 | 8 | " | " | " | " | | | | |
| 116 | 8 | " | " | " | " | | | | |
| 117 | 8 | " | " | " | " | | | | |
| 118 | 8 | " | " | " | " | | | | |
| 119 | 8 | " | " | " | " | | | | |
| 120 | 8 | " | " | " | " | | | | |
| 121 | 8 | " | " | " | " | | | | |
| 122 | 8 | " | " | " | " | | | | |
| 123 | 8 | " | " | " | " | | | | |
| 124 | 8 | " | " | " | " | | | | |
| 125 | 8 | " | " | " | " | | | | |
| 126 | 8 | " | " | " | " | | | | |
| 127 | 8 | " | " | " | " | | | | |
| 128 | 8 | " | " | " | " | | | | |
| 129 | 8 | " | " | " | " | | | | |
| 130 | 8 | " | " | " | " | | | | |
| 131 | 8 | " | " | " | " | | | | |
| 132 | 8 | " | " | " | " | | | | |
| 133 | 8 | " | " | " | " | | | | |
| 134 | 8 | " | " | " | " | | | | |
| 135 | 8 | " | " | " | " | | | | |
| 136 | 8 | " | " | " | " | | | | |
| 137</ | | | | | | | | | |

Journal from Boston Mass towards Newport, R. I.

| H. | K. | $\frac{1}{2}$ K. | Courses | Winds | Leeway | Remarks, | 6 | day of Apr | 1933 |
|----|----|------------------|---------|-------|--------|-----------------------------|---|------------|------|
| 1 | 9 | | Wards | Ward | Ward | From | | | |
| 2 | 8 | " | Wards | " | " | This pt of day began | | | |
| 3 | 8 | " | " | " | " | fine with light rain | | | |
| 4 | 8 | " | " | " | " | and fresh breeze | | | |
| 5 | 8 | " | " | " | " | | | | |
| 6 | 8 | " | " | " | " | at 4:30 pm took in | | | |
| 7 | 8 | " | " | " | " | topsails | | | |
| 8 | | | " | | | | | | |
| 9 | | | out | | | at 7:20 pm was appressed | | | |
| 10 | | | " | | | of Cape Charles light house | | | |
| 11 | | | " | | | | | | |
| 12 | | | wards | | | at 9:15 pm came to | | | |
| 1 | | | " | | | anchor and side of Cape | | | |
| 2 | | | " | | | Henry lowered all sail | | | |
| 3 | | | down | | | | | | |
| 4 | | | " | | | at 9:45 pm got under way | | | |
| 5 | | | " | | | under lower sail and | | | |
| 6 | | | " | | | began letting in side | | | |
| 7 | | | Wgn | | | | | | |
| 8 | | | " | | | Day cloudy and rainy | | | |
| 9 | | | " | | | with fresh breeze Wgn | | | |
| 10 | | | " | | | | | | |
| 11 | | | " | | | Pump light lookout | | | |
| 12 | | | " | | | & light Careful attended | | | |

Journal from ~~boston~~ small towards Newport & New

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 8 | day of | Apr | 1981 |
|----|----|-----------------|---------|-------|--------|---|---|--------|-----|------|
| 1 | | | | over | | Pm This dog began fine with light air over | | | | |
| 2 | | | | " | | | | | | |
| 3 | | | | " | | | | | | |
| 4 | | | | " | | | | | | |
| 5 | | | | " | | | | | | |
| 6 | | | sand | | | ad 7 pm came to anchor and side of Tremble with so bathed w/ chain lowered all sail | | | | |
| 7 | | | " | | | | | | | |
| 8 | | | wild | | | | | | | |
| 9 | | | " | | | | | | | |
| 10 | | | " | | | | | | | |
| 11 | | | " | | | | | | | |
| 12 | | | " | | | | | | | |
| 1 | | | Calm | | | Lorw employed sail making | | | | |
| 2 | | | " | | | | | | | |
| 3 | | | " | | | | | | | |
| 4 | | | " | | | | | | | |
| 5 | | | " | | | | | | | |
| 6 | | | " | | | | | | | |
| 7 | | | " | | | | | | | |
| 8 | | | " | | | | | | | |
| 9 | | | " | | | | | | | |
| 10 | | | " | | | | | | | |
| 11 | | | " | | | | | | | |
| 12 | | | " | | | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Course **Distance** **Diff. of Lat.** **Departure** **Lat. by D. R.** **Lat. by Ob.** **Variation** **Diff. of Lon.** **Lon. in.** **Lon. by Ob.**

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--|-----------|--------|----------|--------|----|
| 1 | | | Newport News Va | Apr 11/31 | | | | |
| 2 | | | This day was fine throughout with light | | | | | |
| 3 | | | breeze S E at 3:30 AM began loading Coal ad | | | | | |
| 4 | | | 8:30 PM finished at 9 PM tug boat came | | | | | |
| 5 | | | along side took vessel in stream to anchor | | | | | |
| 6 | | | while tug taking vessel out of dock ship soon | | | | | |
| 7 | | | left pier & parted one jib soon gaff all other | | | | | |
| 8 | | | necessary attended to | | | | | |
| 9 | | | | | | | | |
| 10 | | | Newport News Va | Apr 12/31 | | | | |
| 11 | | | This day was fine throughout with light | | | | | |
| 12 | | | to fresh breeze N E ad crew | | | | | |
| 1 | | | employed Cleaning Deck all other | | | | | |
| 2 | | | necessary attended to | | | | | |
| 3 | | | | | | | | |
| 4 | | | Newport News Apr 13/31 | | | | | |
| 5 | | | This day was fine throughout with | | | | | |
| 6 | | | light & gentle breeze S E ad crew | | | | | |
| 7 | | | employed getting vessel ready for sea | | | | | |
| 8 | | | all other necessary attended to | | | | | |
| 9 | | | | | | | | |
| 10 | | | Newport News Apr 14/31 | | | | | |
| 11 | | | This day was fine throughout with | | | | | |
| 12 | | | light & variable windy S Calm ad & | | | | | |

on JAD under way under whole sail

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|----------------------------------|-------|--------|----------|--------|----|
| 1 | | | and proceeded along ad 2 PM Coal | | | | | |
| 2 | | | D anchor below the Thimble ad 6 | | | | | |
| 3 | | | PM lowered down ad sail bree | | | | | |
| 4 | | | Various employed all necessary | | | | | |
| 5 | | | attended to | | | | | |
| 6 | | | | | | | | |

April 15/31

This day began fine with moderate breeze E S E ad 10 AM got under way under whole sail ad 1 PM anchor in side of Cape Henry lowered all sail & other necessary attended to

April 16/31

This day began fine with light breeze E S E ad 10:30 AM got under way under whole sail ad 1 PM was apprested to Cape Henry to hear news of harbour began to land & end sand Date

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|-----------------|-------|--------|----------|--------|----|
| 1 | | | W.H.P. 18 E 1hd | | | | | |
| 2 | | | " " | | | | | |
| 3 | | | " " | | | | | |
| 4 | | | " " | | | | | |
| 5 | | | " " | | | | | |
| 6 | | | " " | | | | | |
| 7 | | | " " | | | | | |
| 8 | | | " " | | | | | |
| 9 | | | " " | | | | | |
| 10 | 2 | | " " | | | | | |
| 11 | 2 | | " " | | | | | |
| 12 | 2 | | " " | | | | | |
| 1 | 1 | | " " | | | | | |
| 2 | 2 | | " " | | | | | |
| 3 | 2 | | " " | | | | | |
| 4 | 2 | | " " | | | | | |
| 5 | 2 | | " " | | | | | |
| 6 | 2 | | " " | | | | | |
| 7 | 2 | | " " | | | | | |
| 8 | 3 | | " " | | | | | |
| 9 | 3 | | " " | | | | | |
| 10 | 4 | | " " | | | | | |
| 11 | 4 | | " " | | | | | |
| 12 | 4 | | " " | | | | | |
| 13 | | | | | | | | |

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

H. K. $\frac{1}{2}K.$ Courses Winds Leeway Remarks, 17 day of Apr 1931

| | | | | | | | | |
|----|---|-----|-------|----|--|--|--|--|
| 1 | 4 | out | SSC | SW | | | | |
| 2 | 6 | " | " | " | | | | |
| 3 | 6 | " | " | " | | | | |
| 4 | 6 | " | " | " | | | | |
| 5 | 6 | " | " | " | | | | |
| 6 | 7 | " | south | " | | | | |
| 7 | 7 | " | " | " | | | | |
| 8 | 8 | " | " | " | | | | |
| 9 | 8 | " | " | " | | | | |
| 10 | 9 | " | " | " | | | | |
| 11 | 9 | " | " | " | | | | |
| 12 | 7 | " | " | " | | | | |
| 1 | 6 | " | " | " | | | | |
| 2 | 5 | " | " | " | | | | |
| 3 | 5 | " | " | " | | | | |
| 4 | 5 | " | " | " | | | | |
| 5 | 5 | " | " | " | | | | |
| 6 | 5 | " | " | " | | | | |
| 7 | 5 | " | " | " | | | | |
| 8 | 5 | " | " | " | | | | |
| 9 | 5 | " | " | " | | | | |
| 10 | 5 | " | " | " | | | | |
| 11 | 4 | " | " | " | | | | |
| 12 | 4 | " | " | " | | | | |

Crew employed Repairing 4
Pip & washing Paint

Day mostly fine with
moderate breeze &
smute sea

Pump light load
& light Carb
attended to

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Journal from *Newport News* towards Rockland main

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 18 | day of Apr | 1931 |
|----|----|-----------------|----------|----------|--------|--------------------------|----|------------|------|
| 1 | 6 | | westward | 140° | " | Pm | | | |
| 2 | 5 | | " | " | " | This day began fine | | | |
| 3 | 5 | | " | " | " | with light breeze & | | | |
| 4 | 6 | | " | " | " | Smooth sea | | | |
| 5 | 1 | | " | " | " | | | | |
| 6 | 1 | | " | " | " | | | | |
| 7 | 2 | | westward | SW | " | | | | |
| 8 | 3 | | " | " | " | Crew employed at | | | |
| 9 | 3 | | " | wind | " | With work | | | |
| 10 | 3 | | " | " | " | | | | |
| 11 | 2 | | " | " | " | | | | |
| 12 | 0 | | C | Calm | " | | | | |
| 1 | 0 | | " | " | " | | | | |
| 2 | 1 | | wind | wind | " | | | | |
| 3 | 2 | | " | " | " | | | | |
| 4 | 2 | | " | " | " | Day cloudy fine with | | | |
| 5 | 2 | | " | " | " | with light air to smooth | | | |
| 6 | 2 | | " | " | " | sea | | | |
| 7 | 5 | | westward | 140° | " | | | | |
| 8 | 5 | | " | " | " | | | | |
| 9 | 4 | | " | " | " | | | | |
| 10 | 4 | | " | " | " | Pump light lookand | | | |
| 11 | 3 | | westward | 140° | " | & light Careful | | | |
| 12 | 3 | | " | eastward | " | attended to | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 19 | day of Apr | 1931 |
|----|----|-----------------|----------|-------|--------|----------------------|----|------------|------|
| 1 | 1 | | westward | 140° | " | Pm | | | |
| 2 | 1 | | " | " | " | This day began fine | | | |
| 3 | 1 | | south | " | " | with light air & | | | |
| 4 | 1 | | " | " | " | Smooth sea | | | |
| 5 | 1 | | west | " | " | | | | |
| 6 | 1 | | " | " | " | | | | |
| 7 | 1 | | " | " | " | | | | |
| 8 | 1 | | " | " | " | | | | |
| 9 | 2 | | " | " | " | | | | |
| 10 | 2 | | west | 140° | " | Crew employed Wash | | | |
| 11 | 3 | | " | " | " | ing Paint & Sail | | | |
| 12 | 2 | | " | south | " | roping | | | |
| 1 | 1 | | " | " | " | | | | |
| 2 | 1 | | " | " | " | | | | |
| 3 | 1 | | " | " | " | | | | |
| 4 | 1 | | " | " | " | | | | |
| 5 | 1 | | " | SW | " | Day cloudy fine with | | | |
| 6 | 1 | | " | " | " | light air | | | |
| 7 | 1 | | " | " | " | | | | |
| 8 | 2 | | " | " | " | | | | |
| 9 | 2 | | wind | " | " | Pump light lookand | | | |
| 10 | 2 | | " | " | " | & light Careful | | | |
| 11 | 2 | | " | wind | " | attended to | | | |
| 12 | 3 | | " | " | " | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from *Newport News* towards Rockland main

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 20 | day of Apr | 1931 |
|----|----|-----------------|----------|-------|--------|-----------------------------|----|------------|------|
| 1 | 3 | | wind | SW | " | Pm | | | |
| 2 | 3 | | " | " | " | This day began fine | | | |
| 3 | 4 | | " | " | " | with light air & smooth | | | |
| 4 | 4 | | " | " | " | sea | | | |
| 5 | 4 | | " | " | " | | | | |
| 6 | 4 | | " | " | " | | | | |
| 7 | 5 | | " | " | " | | | | |
| 8 | 6 | | " | " | " | ad 10 pm slighted | | | |
| 9 | 6 | | westward | SW | " | front deck painted | | | |
| 10 | 4 | | " | " | " | bearing by compass | | | |
| 11 | 4 | | " | " | " | cross & held about 19 miles | | | |
| 12 | 4 | | westward | SW | " | Crew employed addressed | | | |
| 1 | 1 | | " | " | " | work | | | |
| 2 | 1 | | " | " | " | ad 8 pm was apprehended | | | |
| 3 | 1 | | " | " | " | at Black Island | | | |
| 4 | 1 | | " | " | " | | | | |
| 5 | 4 | | " | " | " | | | | |
| 6 | 4 | | " | " | " | | | | |
| 7 | 4 | | " | " | " | | | | |
| 8 | 4 | | " | " | " | | | | |
| 9 | 4 | | westward | SW | " | | | | |
| 10 | | | " | " | " | | | | |
| 11 | 2 | | " | " | " | | | | |
| 12 | 2 | | " | " | " | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | 21 | day of Apr | 1931 |
|----|----|-----------------|---------|-------|--------|--------------------------------|----|------------|------|
| 1 | | | " | " | " | Pm | | | |
| 2 | | | " | " | " | This day began fine | | | |
| 3 | | | SW | " | " | with moderate breeze | | | |
| 4 | | | " | " | " | & Smooth sea | | | |
| 5 | | | " | " | " | | | | |
| 6 | | | " | " | " | ad 9 pm was apprehended at Gay | | | |
| 7 | | | " | " | " | head | | | |
| 8 | | | " | " | " | ad 9 pm Calm to | | | |
| 9 | | | " | " | " | anchor on side of Gay | | | |
| 10 | | | " | " | " | head turned all sail | | | |
| 11 | | | " | " | " | | | | |
| 12 | | | " | " | " | ad 9 pm got underway | | | |
| 1 | | | " | " | " | under mizibay sail | | | |
| 2 | | | " | " | " | & drafted with tide | | | |
| 3 | | | " | " | " | Crew employed working | | | |
| 4 | | | " | " | " | ship | | | |
| 5 | | | " | " | " | Day cloudy fine with | | | |
| 6 | | | " | " | " | light breeze | | | |
| 7 | | | " | " | " | | | | |
| 8 | | | " | " | " | | | | |
| 9 | | | " | " | " | | | | |
| 10 | | | " | " | " | | | | |
| 11 | | | " | " | " | | | | |
| 12 | | | " | " | " | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from Newport News towards Duckland

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, 22 | day of apr | 1951 |
|----|----|-----------------|---------|-------|--------|--|------------|------|
| 1 | | | SSW | | | Pm This day began fine with light breeze | | |
| 2 | | | " | | | ad 8 pm came to anchor below Head of fire | | |
| 3 | | | " | | | light ship at 9 pm had anchor | | |
| 4 | | | " | | | way again | | |
| 5 | | | " | | | at 2 Am came to anchor in need of cross ship light vessel | | |
| 6 | | | " | | | at 8 Am had under way & proceeded beating down over shoals | | |
| 7 | | | " | | | Day bright fine with moderate breeze east | | |
| 8 | | | " | | | Pumps light lookout & lights Careful attended to | | |
| 9 | | | " | | | | | |
| 10 | | | " | | | | | |
| 11 | | | " | | | | | |
| 12 | | | " | | | | | |
| | | | bald | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from Newport News towards Duckland

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, 24 | day of apr | 1951 |
|----|----|-----------------|----------|-------|--------|-----------------------------------|------------|------|
| 1 | 4 | SW | north | 1hd | | Pm This day began fine | | |
| 2 | 4 | " | " | " | | with moderate breeze & minute sea | | |
| 3 | 4 | " | " | " | | | | |
| 4 | 3 | " | " | " | | | | |
| 5 | 2 | " | " | " | | | | |
| 6 | 1 | " | " | " | | | | |
| 7 | 1 | north | wild | 1hd | | Crew employed ad vessel work | | |
| 8 | 3 | " | " | " | | | | |
| 9 | 3 | " | " | " | | | | |
| 10 | 5 | west | moderate | " | | | | |
| 11 | 5 | W | moderate | " | | | | |
| 12 | 6 | " | " | " | | | | |
| 1 | 4 | SW | south | " | | | | |
| 2 | 7 | " | " | " | | | | |
| 3 | 7 | " | " | " | | | | |
| 4 | 7 | " | " | " | | | | |
| 5 | 5 | SW | moderate | " | | | | |
| 6 | 4 | " | " | " | | | | |
| 7 | 4 | " | " | " | | | | |
| 8 | 4 | " | " | " | | | | |
| 9 | 5 | " | " | " | | | | |
| 10 | 4 | W | moderate | " | | | | |
| 11 | 4 | " | " | " | | | | |
| 12 | 4 | " | " | " | | | | |

ad 8 am tacked ship

Day bright fine with moderate breeze

Pumps light lookout & lights Careful attended to

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, 23 | day of apr | 1951 |
|----|----|-----------------|---------|-------|--------|-------------|------------|------|
|----|----|-----------------|---------|-------|--------|-------------|------------|------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, 25 | day of apr | 1951 |
|----|----|-----------------|---------|-------|--------|-------------|------------|------|
|----|----|-----------------|---------|-------|--------|-------------|------------|------|

| | | | | | | | | |
|----|---|----|----------|---|--|--|--|--|
| 1 | | | bald | | | Pm This day began hazy thick with fog & moderate breeze east | | |
| 2 | | | " | | | ad 2 pm came to anchor above Hammer chief light vessel | | |
| 3 | | | " | | | barked all sail | | |
| 4 | | | " | | | ad 7 Am had under way under whale sail | | |
| 5 | | | " | | | & proceeded to sea | | |
| 6 | | | " | | | ad 10 Am was down clear of shoals | | |
| 7 | | | " | | | Crew variously employed | | |
| 8 | | | " | | | Day bright fine with moderate breeze | | |
| 9 | | | " | | | Pumps light lookout & lights Careful attended to | | |
| 10 | | | " | | | | | |
| 11 | 4 | SW | moderate | " | | | | |
| 12 | 4 | SW | moderate | " | | | | |

| | | | | | | | | |
|----|---|----------|----------|-----|--|---|--|--|
| 1 | 4 | SW | north | 1hd | | Pm This day began fine with light breeze & minute sea | | |
| 2 | 4 | " | " | " | | | | |
| 3 | 5 | " | wild | 1hd | | | | |
| 4 | 5 | " | " | " | | | | |
| 5 | 6 | " | " | " | | | | |
| 6 | 7 | " | " | " | | | | |
| 7 | 8 | " | " | " | | | | |
| 8 | 9 | " | " | " | | | | |
| 9 | 8 | moderate | " | " | | | | |
| 10 | 9 | " | " | " | | | | |
| 11 | 8 | " | " | " | | | | |
| 12 | 8 | SW | moderate | " | | | | |
| 1 | 7 | " | " | " | | | | |
| 2 | | WSE | " | " | | | | |
| 3 | | SW | " | " | | | | |
| 4 | | " | " | " | | | | |
| 5 | | " | " | " | | | | |
| 6 | | " | " | " | | | | |
| 7 | | " | " | " | | | | |
| 8 | | " | " | " | | | | |
| 9 | | " | " | " | | | | |
| 10 | | " | " | " | | | | |
| 11 | | " | " | " | | | | |
| 12 | | " | " | " | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

Journal from

f

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---|-------|--------|----------|--------|----|
| 1 | | | Rockland Apr 27/31 | | | | | |
| 2 | | | This day was fine throughout with strong | | | | | |
| 3 | | | breeze S or N wind crew employed taking | | | | | |
| 4 | | | down Spring Stays and getting vessel ready | | | | | |
| 5 | | | for discharging cargo all other necessary attended to | | | | | |
| 6 | | | Rockland Apr 28/31 | | | | | |
| 7 | | | This day was fine throughout with | | | | | |
| 8 | | | light N fresh breeze wind hard wind sand | | | | | |
| 9 | | | sand of 4 scows all other necessary | | | | | |
| 10 | | | attended to | | | | | |
| 11 | | | Rockland Apr 29/31 | | | | | |
| 12 | | | This day was rainy in till 6 pm | | | | | |
| 1 | | | then cleared off with light breeze sand | | | | | |
| 2 | | | hard wind hard wind sand | | | | | |
| 3 | | | hard last hard westerly all necessary | | | | | |
| 4 | | | attended to | | | | | |
| 5 | | | Rockland Apr 30/31 | | | | | |
| 6 | | | This day was fine throughout with | | | | | |
| 7 | | | moderate breeze wind N or NNE ad 800 am | | | | | |
| 8 | | | hard sand & steam lighter came along side | | | | | |
| 9 | | | & docked vessel along side of coal dock | | | | | |
| 10 | | | ad 1015 am was docked ad 1025 am stevedors | | | | | |
| 11 | | | began discharging cargo all other | | | | | |
| 12 | | | necessary attended to | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---|-------|--------|----------|--------|----|
| 1 | | | Rockland May 1 st /31 | | | | | |
| 2 | | | This day was fine throughout with light | | | | | |
| 3 | | | breeze on wind hard sand & stevedors | | | | | |
| 4 | | | discharging cargo all day crew employed ad | | | | | |
| 5 | | | vessel work all necessary attended to | | | | | |
| 6 | | | Rockland May 2 nd /31 | | | | | |
| 7 | | | This day was fine throughout with fresh | | | | | |
| 8 | | | breeze S or stevedors working cargo from 9 am | | | | | |
| 9 | | | to 420 pm crew employed ad vessel work all | | | | | |
| 10 | | | other necessary attended to | | | | | |
| 11 | | | Rockland May 3 rd /31 | | | | | |
| 12 | | | This day was rainy wind hard wind | | | | | |
| 1 | | | moderate to less to less S or N wind | | | | | |
| 2 | | | crew ad leisure all other necessary attended to | | | | | |
| 3 | | | Rockland May 4 th /31 | | | | | |
| 4 | | | This day was fine throughout with fresh | | | | | |
| 5 | | | breeze S or stevedors working cargo part of | | | | | |
| 6 | | | day delayed with tide crew employed regaining | | | | | |
| 7 | | | up spring stays on fore & rearoring flying | | | | | |
| 8 | | | up all other necessary attended to | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--|-------|--------|----------|--------|----|
| 1 | | | Rockland May 5/31 | | | | | |
| 2 | | | This day was fine throughout with light | | | | | |
| 3 | | | breeze S or SSW wind hard sand | | | | | |
| 4 | | | stevedors discharging cargo part of day | | | | | |
| 5 | | | County of York stevedores discharging cargo | | | | | |
| 6 | | | part of day vessel working | | | | | |
| 7 | | | getting up spring stays in main | | | | | |
| 8 | | | & rearoring flying all other necessary attended to | | | | | |
| 9 | | | Rockland May 6/31 | | | | | |
| 10 | | | This day was fine throughout with light | | | | | |
| 11 | | | breeze S or SSW wind hard sand | | | | | |
| 12 | | | stevedors finished discharging coal crew | | | | | |
| 1 | | | employed getting up spring stays in main | | | | | |
| 2 | | | & rearoring flying all other necessary attended to | | | | | |
| 3 | | | Rockland May 7/31 | | | | | |
| 4 | | | This day was fine throughout with light | | | | | |
| 5 | | | air & light breeze east to S E & N wind | | | | | |
| 6 | | | Came along side York stevedore hard sand | | | | | |
| 7 | | | side of breakwater | | | | | |
| 8 | | | led all sail for Boothbay at 6 pm was | | | | | |
| 9 | | | approached of mannekin at 950 am came to | | | | | |
| 10 | | | anchor in 18 fathoms ab water used | | | | | |
| 11 | | | 50 fathoms of chain and side of | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--|-------|--------|--------------------------------------|--------|----|
| 1 | | | Iland | | | lowered all sail all other necessary | | |
| 2 | | | attended to | | | | | |
| 3 | | | May 8/31 | | | | | |
| 4 | | | This day was fine throughout with | | | | | |
| 5 | | | calm & light breeze easterly ad 11 am got under | | | | | |
| 6 | | | way ad 1230 pm came to anchor at head bay | | | | | |
| 7 | | | furled all sail on head spanker & spanker top sail | | | | | |
| 8 | | | all other necessary attended to | | | | | |
| 9 | | | Boothbay May 9/31 | | | | | |
| 10 | | | This day was rainy first hard wind and | | | | | |
| 11 | | | light breeze S or SSW wind ad 1230 noon started | | | | | |
| 12 | | | to dock vessel ad 245 pm was docked all | | | | | |
| 1 | | | other necessary attended to | | | | | |
| 2 | | | 3 | | | | | |
| 3 | | | 4 | | | | | |
| 4 | | | 5 | | | | | |
| 5 | | | 6 | | | | | |
| 6 | | | 7 | | | | | |
| 7 | | | 8 | | | | | |
| 8 | | | 9 | | | | | |
| 9 | | | 10 | | | | | |
| 10 | | | 11 | | | | | |
| 11 | | | 12 | | | | | |
| 12 | | | Boothbay May 10/31 | | | | | |
| 1 | | | This day was rainy more or less | | | | | |
| 2 | | | throughout with fresh breeze east all necessary | | | | | |
| 3 | | | attended to | | | | | |
| 4 | | | 5 | | | | | |
| 5 | | | 6 | | | | | |
| 6 | | | 7 | | | | | |
| 7 | | | 8 | | | | | |
| 8 | | | 9 | | | | | |
| 9 | | | 10 | | | | | |
| 10 | | | 11 | | | | | |
| 11 | | | 12 | | | | | |
| 12 | | | People's Bay Harbour May 11/31 | | | | | |
| 1 | | | This day was rainy on till 4 pm | | | | | |
| 2 | | | then cleared up fine with light | | | | | |
| 3 | | | moderate breeze on to more | | | | | |
| 4 | | | all necessary attended to and | | | | | |
| 5 | | | Paid off Engineer | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
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Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--|-------|--------|----------|--------|----|
| 1 | | | Boat Bay May 12/31 | | | | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | light breeze north & east laid hard hard | | | | | |
| 4 | | | at 7pm Carpenters began working on | | | | | |
| 5 | | | hull Crew employed Reparing Spanker | | | | | |
| 6 | | | all other necessarys attended to | | | | | |
| 7 | | | Boat Bay May 13/31 | | | | | |
| 8 | | | This day was fine con tell 6pm sed | | | | | |
| 9 | | | in rainy with moderate breeze lastly | | | | | |
| 10 | | | Carpenters & Carpenters employed all day | | | | | |
| 11 | | | Crew working & Spanker all other necess | | | | | |
| 12 | | | arys attended to | | | | | |
| 1 | | | Boat Bay May 14/31 | | | | | |
| 2 | | | This day was rainy throughout with | | | | | |
| 3 | | | light breeze & Crew employed working | | | | | |
| 4 | | | hull laying out steel and all other | | | | | |
| 5 | | | necessarys attended to and do no work | | | | | |
| 6 | | | To visit to dog | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |

| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by Ob. |
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|
|--------|----------|---------------|-----------|---------------|-------------|-----------|---------------|----------|-------------|

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|---------|-------|--------|----------|--------|----|
|----|----|-----------------|---------|-------|--------|----------|--------|----|

~~Boat~~ Bay May 14/31
This day was fine throughout with light breeze mostly & southerly Carpenters working round hulk Part of day Carpenters did nad work on cargo of steel being next Crew employed Reparing Spanker all other necessarys attended to

~~Boat~~ Bay May 15/31
This day was fine throughout with light breeze laid hard part light air most Carpenters & Carpenters employed all day Crew ad sail mopping all other necessarys attended to

~~Boat~~ Bay May 16/31
This day was fine throughout with light breeze all day all necessarys attended to

~~Boat~~ Bay May 18/31
This day was fine throughout with moderate breeze southerly Carpenters & Carpenters working all day Crew employed at sail mopping all other necessarys attended to

Journal from

towards

| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 |
|----|----|-----------------|--|-------|--------|----------|--------|----|
| 1 | | | Boat Bay May 19/31 | | | | | |
| 2 | | | The day was fine throughout with | | | | | |
| 3 | | | moderate breeze southerly Carpenters & | | | | | |
| 4 | | | Carpenters employed all day Crew finished | | | | | |
| 5 | | | Reparring Spanker and employed all other | | | | | |
| 6 | | | work all other necessarys attended to | | | | | |
| 7 | | | Boat Bay May 20/31 | | | | | |
| 8 | | | This day was fine throughout with moderate | | | | | |
| 9 | | | breeze southerly Carpenters & sailer | | | | | |
| 10 | | | makers employed all day Crew employed | | | | | |
| 11 | | | at ship's duty all other | | | | | |
| 12 | | | necessarys attended to | | | | | |
| 1 | | | Boat Bay May 21/31 | | | | | |
| 2 | | | This day was thick with fog laid hard | | | | | |
| 3 | | | with light rain Carpenters worked till 12noon | | | | | |
| 4 | | | & Carpenters all day & sailer makers | | | | | |
| 5 | | | Crew employed at vessel work all other | | | | | |
| 6 | | | necessarys attended to | | | | | |
| 7 | | | Boat Bay May 22/31 | | | | | |
| 8 | | | This day was fine throughout with | | | | | |
| 9 | | | light breeze south laid hard by southerly | | | | | |
| 10 | | | Carpenters Carpenters & sailer makers employed | | | | | |
| 11 | | | all day Crew employed at ship's duty all other | | | | | |
| 12 | | | necessarys attended to | | | | | |
| 1 | | | Boat Bay May 23/31 | | | | | |
| 2 | | | This day was thick with fog in till 5pm | | | | | |
| 3 | | | sed in rainy with light breeze from east D 188 | | | | | |
| 4 | | | Carpenters Carpenters & sailer makers employed | | | | | |
| 5 | | | all day Crew employed at vessel work all | | | | | |
| 6 | | | other necessarys attended to | | | | | |
| 7 | | | Boat Bay May 24/31 | | | | | |
| 8 | | | This day was fine throughout with | | | | | |
| 9 | | | fresh breeze southerly Crew ad leisure all | | | | | |
| 10 | | | other necessarys attended to | | | | | |
| 11 | | | Boat Bay May 25/31 | | | | | |
| 12 | | | This day was over cold throughout with | | | | | |
| 1 | | | moderate breeze south Carpenters & sailer | | | | | |
| 2 | | | makers employed all day Carpenters working | | | | | |
| 3 | | | Cargo Part of day Crew employed ad | | | | | |
| 4 | | | after work all other necessarys attended | | | | | |
| 5 | | | to | | | | | |
| 6 | | | Boat Bay May 26/31 | | | | | |
| 7 | | | This day was rainy laid hard | | | | | |
| 8 | | | bit with light breeze Sun Carpenters | | | | | |
| 9 | | | Carpenters & sailers employed Part of | | | | | |
| 10 | | | day Paid off 2 Sailors ad 1pm 4 Sailors | | | | | |
| 11 | | | Came on board all other necessarys | | | | | |
| 12 | | | attended to | | | | | |
| 1 | | | Boat Bay May 27/31 | | | | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | light breeze from east | | | | | |
| 4 | | | Carpenters & sailers employed | | | | | |
| 5 | | | all day Crew employed ad | | | | | |
| 6 | | | after work all other necessarys attended | | | | | |
| 7 | | | to | | | | | |
| 8 | | | Boat Bay May 28/31 | | | | | |
| 9 | | | This day was fine throughout with | | | | | |
| 10 | | | light breeze from east | | | | | |
| 11 | | | Carpenters & sailers employed | | | | | |
| 12 | | | all day Crew employed ad | | | | | |
| 1 | | | Boat Bay May 29/31 | | | | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | light breeze from east | | | | | |
| 4 | | | Carpenters & sailers employed | | | | | |
| 5 | | | all day Crew employed ad | | | | | |
| 6 | | | after work all other necessarys attended | | | | | |
| 7 | | | to | | | | | |
| 8 | | | Boat Bay May 30/31 | | | | | |
| 9 | | | This day was fine throughout with | | | | | |
| 10 | | | light breeze from east | | | | | |
| 11 | | | Carpenters & sailers employed | | | | | |
| 12 | | | all day Crew employed ad | | | | | |
| 1 | | | Boat Bay May 31/31 | | | | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | light breeze from east | | | | | |
| 4 | | | Carpenters & sailers employed | | | | | |
| 5 | | | all day Crew employed ad | | | | | |
| 6 | | | after work all other necessarys attended | | | | | |
| 7 | | | to | | | | | |
| 8 | | | Boat Bay May 32/31 | | | | | |
| 9 | | | This day was fine throughout with | | | | | |
| 10 | | | light breeze from east | | | | | |
| 11 | | | Carpenters & sailers employed | | | | | |
| 12 | | | all day Crew employed ad | | | | | |
| 1 | | | Boat Bay May 33/31 | | | | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | light breeze from east | | | | | |
| 4 | | | Carpenters & sailers employed | | | | | |
| 5 | | | all day Crew employed ad | | | | | |
| 6 | | | after work all other necessarys attended | | | | | |
| 7 | | | to | | | | | |
| 8 | | | Boat Bay May 34/31 | | | | | |
| 9 | | | This day was fine throughout with | | | | | |
| 10 | | | light breeze from east | | | | | |
| 11 | | | Carpenters & sailers employed | | | | | |
| 12 | | | all day Crew employed ad | | | | | |
| 1 | | | Boat Bay May 35/31 | | | | | |
| 2 | | | This day was fine throughout with | | | | | |
| 3 | | | light breeze from east | | | | | |
| 4 | | | Carpenters & sailers employed | | | | | |
| 5 | | | | | | | | |

Journal from

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| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 | |
|--------|----------|-----------------|--|--|-------------|-----------|---------------|----------|-----------|
| 1 | | | Broad Bay May 27/31 | | | | | | |
| 2 | | | This day was fine throughout with light & variable winds Carpenters & Carpenters employed all day Crew employed at vessel work at 12 noon 1 sailor came on board all other necessaries attended to | | | | | | |
| 3 | | | Broad Bay May 28/31 | | | | | | |
| 4 | | | This day was fine throughout with light breeze with light wind had good carpenters & Carpenters employed all day Crew employed painting vessel all other necessaries attended to | | | | | | |
| 5 | | | Broad Bay May 29/31 | | | | | | |
| 6 | | | This day was fine throughout with Calms & light breeze found carpenters & Carpenters finished working at vessel to do all other necessaries attended and Crew at painting | | | | | | |
| 7 | | | Bogalha Bay May 30/31 | | | | | | |
| 8 | | | This day began fine with light air variable to calms & soon had almost full share left dock and had under way under whale sail & proceeded | | | | | | |
| Course | Distance | Diff. of Lat. | Departure | Lat. by D. R. | Lat. by Ob. | Variation | Diff. of Lon. | Lon. in. | Lon. by C |
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| H. | K. | $\frac{1}{2}K.$ | Courses | Winds | Leeway | Remarks, | day of | 19 | |
| 1 | | | To bear Indo's Harbour Bay & began sea bay on same date | | | | | | |
| 2 | | | for Calms | at 8 pm was appressed of Whistling buoye | | | | | |
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